

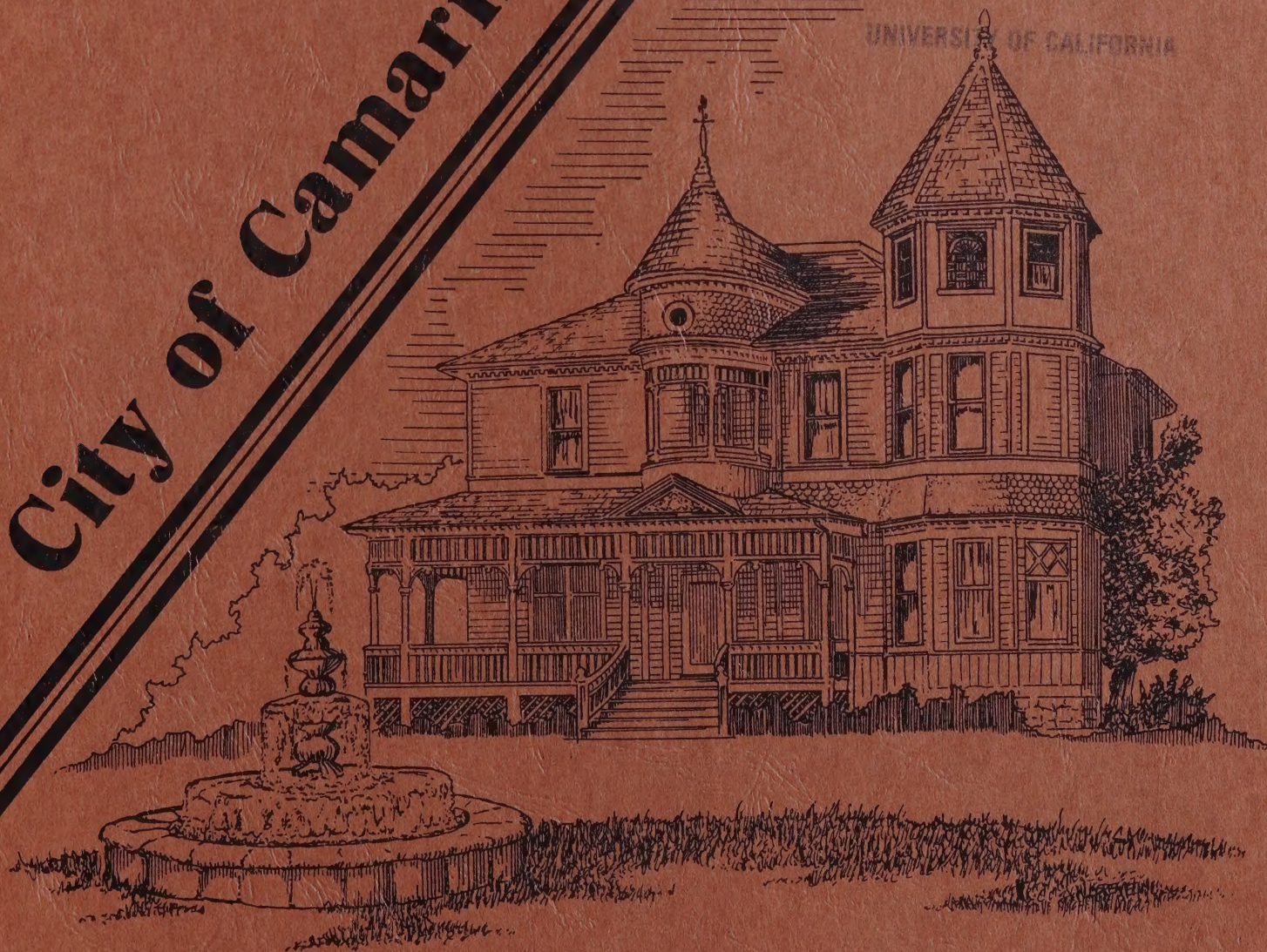


# City of Camarillo GENERAL PLAN

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**City of Camarillo**  
**GENERAL PLAN**

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**Department of Planning  
and  
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601 Carmen Drive  
Camarillo, California 93010**







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**1989 Update**

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## Resolutions

	<u>Resolution</u>	<u>Adoption Date</u>
Land Use Element	93-135	August 25, 1993
Circulation Element	89-200	November 29, 1989
Housing Element	92-32	February 12, 1992
Recreation Element	84-134	July 25, 1984
Scenic Highways Element	84-147	August 8, 1984
Open Space and Conservation Element	89-217	December 20, 1989
Community Design Element	84-164	September 12, 1984
Safety Element	89-202	November 29, 1989
Hazardous Waste Management Plan	90-150	August 8, 1990
Noise Element	84-130	July 25, 1984







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# City of Camarillo GENERAL PLAN

## I. INTRODUCTION







# **INTRODUCTION**

## **THE PLANNING PROCESS**

Planning is the continuous process of guiding land development in accordance with established policy and towards predetermined goals and objectives. It represents a conscious effort to shape the physical environment for the welfare of those who live and work in the community.

The forces which direct the course of development are constantly changing. Improvements in technology, living and educational standards, as well as changes in community opinion and in economic influences are constantly at work. Thus, the General Plan must also change after periodic review in order to reflect the community's current thinking. To be of usable value, the Plan must be as dynamic as the community it represents.

The original General Plan for the City of Camarillo was prepared in 1969 and a comprehensive update with nine Elements was adopted in 1975. Since the Plan's adoption, numerous changes have taken place and are continuing to do so. In 1984, the General Plan was reviewed by Citizens' Committees and updated by the city. A 5-year review was conducted in 1989 with various revisions to address state law requirements and other changes. The Land Use Element was reviewed and updated by a Land Use Citizens Committee and adopted by the city in 1993. This plan is intended as a comprehensive document setting forth goals, objectives, principles and standards regarding coordinated future developments, for the growth and change of the entire planning area.

The plan is a comprehensive document, covering all aspects of the physical environment and taking into account the social and economic consequences associated with community development and change. The plan becomes an outline, a framework or guide, for decision-making by both public and private sectors, to direct the growth, rebuilding or modernization of the community into the type of an environment desired by its people.

## **AUTHORITY FOR THE PLAN**

The California State Planning Law (Title 7, Chapter 3, Article 5, Section 65302) sets forth the Elements which together make up the General Plan. Several new Elements have been added to those required as mandatory for cities and counties. The mandatory Elements now include Land Use, Circulation, Housing, Open Space, Conservation, Safety, Noise, and Scenic Highways.

# INTERPRETATION OF THE GENERAL PLAN

The General Plan is both a map and a text. The map depicts the location of various land uses, circulation, and specific community facilities. Some of the lines on the map are rigid and definite, others are flexible. For example, proposed parks are general proposals; the exact property to be acquired is flexible, but the relationship between the facility and the people in the area served must be preserved. Curving lines on the map indicate that the boundaries are flexible and a few lot deviations in either direction will not affect the intent of the plan. On the other hand, where the extent of a land use is defined by a street or by what is obviously a specific lot or other boundary line, the intent of the plan is that these boundaries should be observed.

The text of the General Plan includes Community Goals, Objectives, Principles, and Standards for the development and use of the physical structure of the city. These are officially adopted by the City Council and thereafter used as formal statements of policy. The text also contains certain specific plan proposals and suggests techniques for the implementation of the plan.

Community Goals - As stated previously, this is a general statement, indicating the long-range planning objectives of the community. They set forth the intent of the proposals included in the General Plan.

Objectives - In order to implement the above Community Goals, objectives are recommended for each Element of the amended General Plan. The objectives, although related to the objectives of all the other Elements of the plan, are specific to each Element.

Planning Principles - Intended to implement the above objectives are statements to structure certain planning concepts that cannot be quantitatively defined for universal application.

Planning Standards - These statements of policy are definite and can usually be translated into zoning or subdivision regulations.

## IMPLEMENTATION

The implementation of the amended General Plan can begin immediately with the following steps:

- . The General Plan should be adopted by the city in accordance with the requirements of the State Planning Law (Title 7, Chapter 3, Article 6, Section 65350-65360).



- . The Zoning Map should be amended where needed to provide consistency with the General Plan.
- . The Capital Improvement Plan should be prepared annually and used to assist in the orderly development of the General Plan.
- . Continuous participation by citizens in the planning process should be encouraged as an effective implementation technique.
- . Any additional actions as deemed necessary by the Commission and City Council.

## **THE PLANNING COMMISSION**

The City Planning Commission should continue to play an increasingly important role in the planning process by diligently fulfilling its responsibilities as designated by the City Council.

In order to accomplish this, the Planning Commission should:

- . Continue to develop and maintain the city's General Plan which shall be used to provide a coordinated direction to the functional and beautiful growth and development of Camarillo.
- . Prepare and recommend development plans as may be necessary or desirable.
- . Serve the City Council by reviewing the Capital Improvement Program annually and making recommendations as to priority projects.
- . Investigate and make recommendations to the City Council as to other reasonable and practical means for putting the General Plan policies into effect.
- . Render an annual report to the City Council on the status of the plan and progress in its application.
- . Endeavor to promote public interest in an understanding of the General Plan and regulations relating to it.













# City of Camarillo GENERAL PLAN

## II. BACKGROUND

### MAP OF TOWNSITE OF CAMARILLO

Being Portions of the  
Ranchos Alleguas and La Colonia and  
all of Lots 2 and 3 of Sec 36 T.2N R.21W. S. 30M.

VENTURA © CAL.

scale 100 ft on 2 1/2 in.  
Surveyed by J. A. Barry

May - 1910







# BACKGROUND

## DEFINITION of GENERAL PLAN BOUNDARIES

### Introduction

The Camarillo General Plan is a series of goals and policies for the city to implement in guiding both public and private decision-making on existing and proposed planning issues relevant to the city and its environs. In order to facilitate intergovernmental coordination for the purpose of developing a high level of planning efficiency, the Camarillo General Plan focuses from the macro area of interest to specific areas.

By developing this system of hierarchy, the definition of how boundaries are developed will vary with every plan. The factors that usually determine boundaries are listed below:

- . Paths are routes of travel from which people observe the city. They are the freeways and highways such as the Ventura Freeway/U.S. 101 and Los Angeles Avenue/State Route 118.
- . Edges are boundaries between areas of contrasting character. At the citywide scale these are mainly created by large landscape features such as the Camarillo Hills, the Las Posas Hills and the edge of the Santa Monica Mountains.
- . Nodes are strategic spots which form focal points. They may be concentrations of activity or plazas such as the Arneill Shopping Center, the Carmen Plaza and the Camarillo Community Center.
- . Districts are some areas or regions which are recognizable as having some common identifying character. Many contain special uses such as the agricultural area on the Oxnard Plain. Other examples are Ventura Boulevard, the Golden Triangle, Camarillo Airport, and visually distinctive residential areas like the Las Posas Estates and the Camarillo Heights.
- . Jurisdictional Boundaries are those lines which designate areas of control or authority by various agencies, such as cities and counties. Also, included are special districts such as the Pleasant Valley School District and the City of Camarillo Water Department.
- . Census Tracts are designated by the Bureau of Census, United States Department of Commerce, to maintain accurate population and related information.

From the factors listed previously, decisions can then be made by analyzing the various boundaries and selecting those which best satisfy the needs of the planning area. The following material is a description of those boundaries used in the development of the Camarillo General Plan.

## Regional Location

The City of Camarillo lies within Pleasant Valley, in the southern portion of Ventura County. The city is surrounded by open hills, mountains and agricultural lands. With the Ventura Freeway/U.S. 101 (Camino Real) traversing the city, access is readily available to the City of Ventura, 16 miles to the north, and to the Los Angeles Civil Center, 41 miles to the south.

## Sphere of Influence

"Sphere of Influence" means a plan for probable ultimate physical boundaries and service area of a local governmental agency. Sphere of influence boundaries are boundaries adopted by the Local Agency Formation Commission (LAFCO) which delineate limits beyond which each of the cities involved cannot annex territory. One purpose of sphere of influence boundaries is to prevent competing annexation proposals between cities.

## REGIONAL LOCATION





The Camarillo sphere of influence follows present city limit boundaries in most locations. The sphere does include land to the north in the Camarillo Heights and Las Posas Estates areas as well as land to the west of the city at the end of the Camarillo Hills. Land which is in the county between Las Posas Road and Central Avenue on both sides of the Ventura Freeway is included.

A second regional boundary is called an "area of interest." This includes areas which the city does not plan to annex at this time yet the area if it were to develop would affect the city. Any development proposed within the "area of interest" would be referred to the city for comment and recommendation. The land includes the area formerly within the old sphere of interest. Generally the boundary to the north of the existing city limits includes the Camarillo Hills to their northern slopes south of Los Angeles/State Route 118. Continuing eastward, the area of interest boundary includes a large portion of the Santa Rosa Valley, south of Las Posas Hills and north of the Mountclef Ridge. From this area on, the area of interest boundary continues in a southwest direction along the ridge lines of the Calleguas, Conejo, Guadalupe and Santa Monica Mountains ending at the edge of the Pacific Ocean west of Las Julia Valley.

From the northern slopes of the Camarillo Hills, the area of interest boundary extends west along Revolon Wash past the Santa Clara del Norte area, crossing the Ventura Freeway/U.S. 101. The boundary continues in a southeast direction parallel to Revolon Wash until crossing Wood Road.

## **Planning Area**

For the purpose of this General Plan, a planning area was developed to include not less than 1.5 miles beyond the existing city limits.

In addition to the existing municipal boundary, reference to "the city" includes portions of the Camarillo Heights and Camarillo Estates subject for possible future annexation.

## **Definition of Primary Study Area Boundaries**

### Primary Study Areas

For the purpose of this General Plan study, it was determined that the use of Census Tracts as Primary Study Areas would best simplify the need for an accurate statistical area not only for this study but for other long range projects as well. The following is a listing of the Primary Study Areas and their associated Census Tracts:

-- Primary Study Area A -- Census Tract 55

- Primary Study Area B -- Census Tract 54
- Primary Study Area C -- Census Tract 53
- Primary Study Area D -- Census Tract 56
- Primary Study Area E -- Census Tract 52
- Primary Study Area F -- Census Tract 50
- Primary Study Area G -- Census Tract 57

## **COMMUNITY ANALYSIS**

In order to develop a plan for the future of a community, certain demographic, economic, land use, and zoning data must be gathered. From this data an analysis of existing conditions and directions of growth or change is made, thereby supplying information through which decisions and proposals can be arrived at. The following paragraphs provide summary discussions of the data collected and used for the development of this plan.

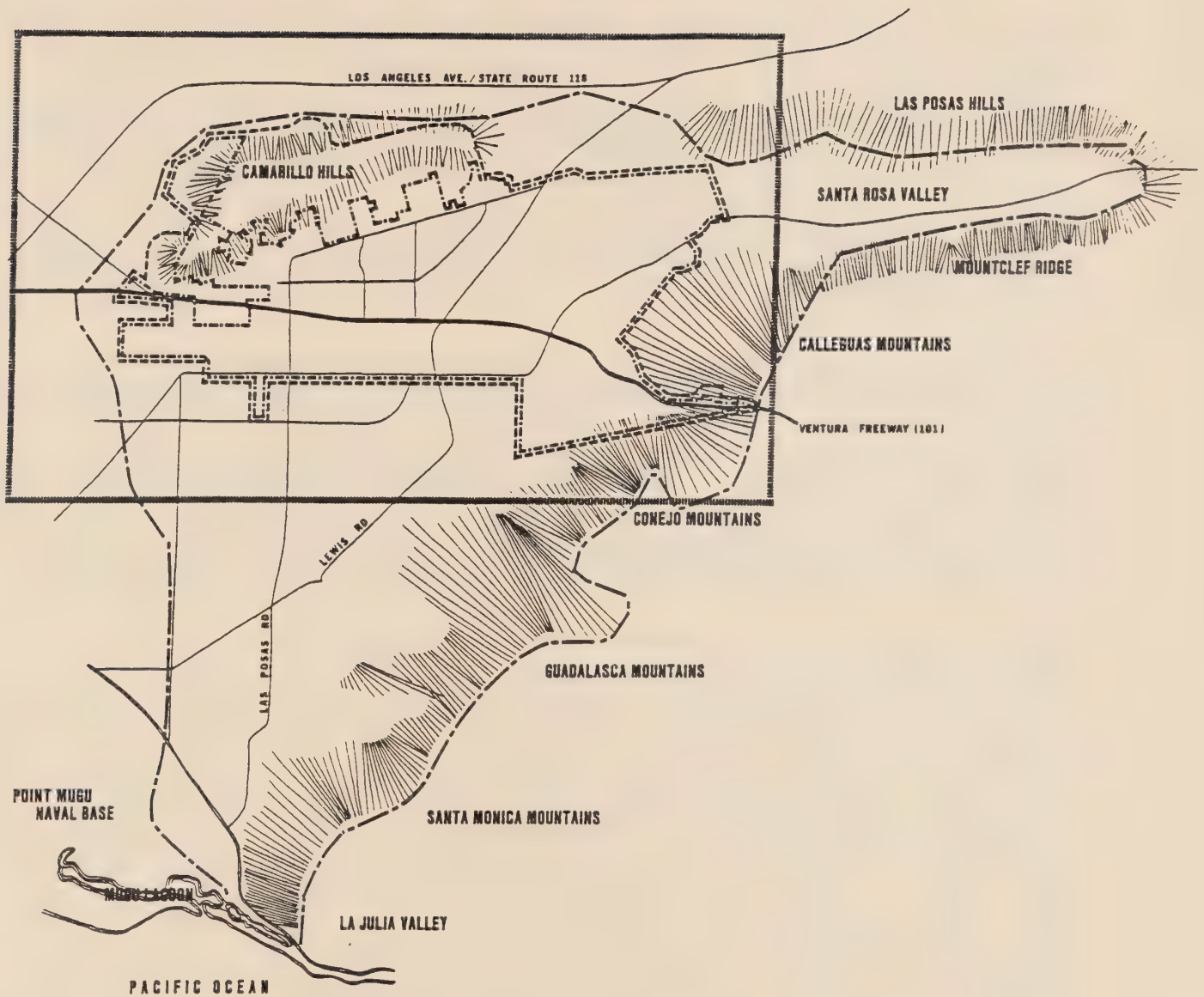
### **Physical Environmental Description**

The City of Camarillo lies within a particularly unique and special environmental setting. As part of an extremely fertile coastal plain, Camarillo offers a mild climate, rich soils, mountainous terrain on three sides, and the Pacific Ocean to the west.

In order to better understand Camarillo, the physical and environmental characteristics of the city itself and the surrounding land were studied. The subsequent pages of the discussion summarize the analysis of the following natural characteristics:

- . Climate
- . Physiography
- . Soils
- . Geology
- . Flora and Fauna





## General Plan Boundaries

- |             |                     |
|-------------|---------------------|
| ---.---.--- | CITY LIMITS         |
| -----       | SPHERE OF INFLUENCE |
| - - - - -   | AREA OF INTEREST    |
| =====       | PLANNING AREA       |



NORTH

NO SCALE

CITY OF CAMARILLO DEPARTMENT OF  
PLANNING AND COMMUNITY DEVELOPMENT

## Climate

Camarillo has a mild Mediterranean-type climate, with the average year round temperature being in the low seventies. The area receives approximately 16 inches of rainfall annually. The prevailing winds are westerlies, with a high percentage of low speed winds (about 4 M.P.H.). During the fall and winter, periodic Santa Ana conditions bring dry, warm wind from the east. With the ocean only ten miles to the west, fog and low visibility occasionally occur.

The climatological conditions, temperature inversion, and low wind speed, which help cause air quality problems throughout much of the Southern California coastal region, also occur in Camarillo. Simply stated, temperature inversion is caused when warm, dry air above cool marine air creates a lid which keeps the moist marine air from rising. Temperature inversion and low wind speed, coupled with physiographic characteristics and the producers of pollutants (auto emissions, manufacturing, etc.) create those dreaded smoggy days, particularly during the summer.

## Physiography

Both the amenities (i.e., visual quality) and the unfavorable conditions (i.e., air quality) are directly associated with the diverse topography found in the Camarillo area. The lowest elevations in the planning area, 30 feet above sea level, is located to the southwest, on the Oxnard Plain. At the extreme southeast portion of the planning area lies the northern-most extension of the Santa Monica Mountains, which rise to 1,814 feet. To the north of the city lie the Camarillo Hills, which reach an elevation of 884 feet.

The hills of Camarillo are an extremely desirable, yet fragile, living environment. The pressure to build houses, particularly on "view" lots, grows daily. The delicate natural systems of the hills can survive harmoniously with limited residential and associated urban development only if fully understood and well planned. Several criteria must be used in determination of where development can occur. Slope, which is one of those criteria, is discussed in the following section.

Slopes range from the relatively flat lands of the Oxnard Plain to the extremely steep rise of the Santa Monica Mountains. For the purposes of the study, slopes were distributed into three basic categories:

- . 0 - 14% Slope
- . 15 - 29% Slope
- . 30% + Slope



Generally speaking, the capabilities of the slope categories are: Slopes of 0 - 14% offer little or no restraints to most types of development; slopes of 15 - 29% offer some limitations and will support low densities of residential uses; and, slopes of 30% and over are least compatible with development because of the need for major land alteration.

### Soils

Within the study area there are six general soil associations. They include:

- . Pico-Metz-Anacapa Association: Level to moderately sloping, very deep, well-drained sandy loams and very deep, somewhat drained loamy sands.
- . Mocho-Sorrento-Garretson Association: Level to moderately sloping, very deep, well-drained loams to silty clay loams.
- . Camarillo-Hueneme-Pacheco Association: Level nearly level, very deep, poorly drained loamy sands to silty clay loams.
- . Rincon-Huerhuero-Azule Association: Level to moderately steep, very deep, well-drained and moderately well-drained, very fine sandy loams to silty clay loams that have a slowly and very slowly permeable sandy clay subsoil.
- . Calleguas-Arnold Association: Strongly sloping to steep, well-drained shaly loams that are shallow over shale or sandstone and somewhat excessively drained sands that are very deep over sandstone.
- . Hambright-Ignaeous Rock Land-Gilroy Association: Rock land and strongly sloping to very steep, well-drained clay loams that are shallow to moderately deep over basic igneous rock.

Because of the existing and projected economic and environmental importance of agriculture to the Camarillo area, the soils analysis was conducted primarily to examine the capability of local soils for agricultural use. The analysis included areas of the planning area which had no existing urban land use, areas which were not definitely committed for urbanization and areas of slope generally less than 15%. (Note: This is not to say that agriculture stops at 15% slope; lemons, avocados, etc. are successfully grown on slopes above, but the analysis was primarily concerned with field crop capability.)

For the purposes of the study, soils were divided into four groupings. These groups were derived from the Capability Classes used by the U. S. Department of Agriculture, Soil Conservation Service.



The groups are as follows:

- . Group I

Class I soils have few limitations that restrict their use.

Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

- . Group II

Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.

- . Group III

Class V soils are not likely to erode, but have other limitations, impractical to remove, that limit their use largely to pasture or range, woodland, or wildlife habitat. There are no Class V soils in Ventura County.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife habitat.

- . Group IV

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.

Class VIII soils and landforms have limitations that preclude their use for commercial plant production and restrict their use to recreation, wildlife habitat, or water supply, or to esthetic purposes.

The areas studied showed a high percentage of Group I soils, primarily located on the relatively flat Oxnard Plain. The Oxnard Plain, because of these high quality agricultural soils, coupled with a favorable climate, is considered one of the most fertile areas in the world. The prime agricultural soils found here are usually located in the flat, highly developable lands. Therefore, extreme pressures are placed on owners of these lands to discontinue agriculture in favor of urban development. Most of the available Group I soils are currently in active agriculture.

Group II soils are basically found skirting Group I soils and up into the Santa Rosa Valley. Group II soils, although subject to more agricultural limitations than that of Group I, are subject to the same development pressures.

Groups III and IV soils are found scattered throughout the planning area. Group III soils are basically located in and around the arroyos which flow toward Beardsley Wash and in scattered locations around and within the Mission Oaks area. Group IV soils are generally associated with arroyos and areas of mixed terrain.

In relation to the shrink-swell potential of soils (expansive soils) in the area, only the easternmost and westernmost extents of the city possess substantial quantities of highly expansive soils. Moderately expansive soils are scattered throughout the city and its sphere. Although new construction techniques may tend to diminish the shrink-swell hazard, it should be a primary consideration in the preparation of development plans. This will be addressed in the Public Safety Element of the General Plan.

### Geology

The Safety Element discusses at length the geology of Camarillo; however, this section offers a cursory description of the geologic factors used to develop the Plan. For technical data, refer to the Safety Element and various other studies published by the county and the California Division of Mines and Geology.

Camarillo is located in the Ventura Basin, which is a part of the Transverse Range Geomorphic Province of California. Once part of the sea, the area had great thickness of sediments deposited from which hills and mountains were uplifted through tectonic action. Sediments are still being deposited along the various perennial and annual waterways and washes throughout the area.

The Camarillo area is underlain by varying depths and densities of alluvial deposits ranging from clay silt to sand. The relatively flat Oxnard Plain is gently folded, while the mountain chains are anticlines and the associated valleys are synclines. Beneath the thick alluvial deposits of the Oxnard Plain lie several faults.

The City of Camarillo and its sphere is intersected by a network of several faults which run generally in an east-west direction. The most conspicuous is the Simi-Santa Rosa Fault, which extends from the eastern portion of the Santa Rosa Valley into the "Golden Triangle," just south of the Las Posas Road and on into the Oxnard Plain. Several schools, substantial populations, and major utility lines (gas, water, sewer) lie within the area designated as the Simi-Santa Rosa Fault hazard zone. Other faults include: Springville Fault, Camarillo Fault, Bailey Fault and one unnamed fault.



These fault zones, like the Simi-Santa Rosa Fault, all contain concentrations of populations and major facilities and are subject to potential earthquake damage.

Seismic data reveals no recent earthquakes of a magnitude of 4.0 or greater (on the Richter Scale) on any of the faults in the area. The area has been the center of some shocks, however, none over a magnitude of 4.0. It is not known whether any of these lesser tremors have emanated from the faults which transect Camarillo.

Within the Camarillo area only the northern slopes of the Camarillo Hills and the southwestern portion of the Santa Rosa Hills are known as existing landslide zones. Recent studies show, however, that substantial portions of the hilly terrain in and around the city are not stable, particularly on slopes of 10% or greater. According to studies provided by Ventura County, the Camarillo Hills lie within a Landslide/Mudslide Hazard Zone of intermediate stability (10-15%), as are portions of the Santa Monica Mountains. The hilly areas of eastern Camarillo, east of Lewis Road and north of the Ventura Freeway, are classified as a high Landslide/Mudslide Hazard Zone (15% + slopes). There is little or no danger of landslide on slopes of less than 10%.

As a potential geologic hazard, the liquefaction hazard is limited to only portions of the city, however, the areas to the west and south are widely susceptible to this hazard. Liquefaction is defined in the Safety Element as: "A process by which a water saturated sand lens loses coherence when shaken. Involved is the collapse of sand grains into intergranular voids which induces an increase in pore pressure and loss of strength. This loss of strength leads to a quicksand condition in which objects can either sink or float depending on their density."

During a strong earthquake there is a moderate possibility of liquefaction occurring in a belt roughly running along Beardsley Wash, continuing on south of the Ventura Freeway and on up into the Arroyo Conejo. Furthermore, the potential for liquefaction is high during a strong earthquake in large areas west of Beardsley Wash and south of Pleasant Valley Road, extending to the coast.

The Camarillo area does contain mineral resources that could be extracted, such as sand and gravel, however, no extraction activities are currently taking place except rock quarrying near Conejo Mountain.

#### Flora and Fauna

Although the dominate uses in the Planning Area are classified as urban development or agriculture, the natural community remains an integral part of the total environment. The natural



vegetation and wildlife communities of the Camarillo area are representative of most coastal areas in Southern California.

In Camarillo, the major vegetation and wildlife communities are concentrated in three general locations. The area most closely associated with existing urban development is the northern side of the Camarillo Hills. The other areas are located to the east, mainly in the Las Posas Hills and the steep slopes of the Santa Monica Mountains. All three areas are similar in types of wildlife and vegetation; however, because of human contact, some areas are more abundant than others.

The plant life in the area is made up of coastal sage scrub, chaparral, grassland, and limited woodland communities. Of the natural vegetation, the coastal sage scrub community appears to be dominant. Chaparral is the next most prevalent plant community. Because of the excellent agricultural soils, most areas containing grassland communities have disappeared, however, some still exist scattered throughout the area. The woodland community in Camarillo is limited to a few scattered native trees, primarily in and around arroyos, and to groves of Eucalyptus which were introduced from Australia. There appear to be no plant species in Camarillo which could be endangered or indigenous to this area only.

Wildlife communities are normally concentrated in the plant communities. The wildlife community consists of reptiles, amphibians, mammals, and birds which are common throughout the coastal regions of Southern California.

### Hydrology

Within the Camarillo Sphere of Influence, areas of hydrological concern are those subject to hazardous surface runoff, flood damage, inundation, rapid saturation, and erosion.

The area west of Las Posas Road is subject to potential hazardous surface runoff if the present drainage and absorption patterns are disrupted by development. Flood damage and inundation areas include the land east of Lewis Road between Santa Rosa Road and Pancho Road, the Adohr Farms site, and the area south of the Camarillo State Hospital with its own sewage plant.

Development south of Pleasant Valley Road to the boundary of Mugu Lagoon is limited due to the existing rapid saturation characteristics of the area. Lands bordering the Beardsley Wash and the Revolon Slough remain vulnerable due to the overall hydrological characteristics of the area.

## **Demographic Analysis**

In order to develop a plan for the future of a community, certain demographic, economic, land use and zoning data must be gathered.

From this data an analysis of existing conditions and directions of growth or change is made, thereby supplying information through which decisions and proposals can be arrived at. The following paragraphs provide summary discussions of the data collected and used for the development of this plan.

The population for Camarillo was estimated to be 41,403 by the State Department of Finance on January 1, 1983. The 1980 Federal Census credited the city with 37,797 compared to 19,219 in 1970 and 24,787 in 1975. The city is 111th in size in the state and was the 28th fastest growing city between 1970 and 1980. This represents a 96% increase in 1980 over 1970. A split of 49.1% males and 50.8% females was nearly identical to the population balance in 1975.

The city has been aging as the median age has moved to 32.9 years in 1980 from 24 years in 1970. In 1970, 36.5% of the population was under 14 while only 10.2% is under that age now. Over 12.7% of the population was 65 or older in 1980 compared to 3.7% in 1970. The low percent of population, 5.1% in 1975 between the ages of 19 and 34, has changed to a more even distribution through all the ages and a noticeable increase in the over 60 years.

Since 1970 new housing developments such as Leisure Village, a retirement community, and five mobile home parks have been constructed. In 1970 the number of elderly above 55 was 1,686 (8%). In 1975 it was 3,600 (14.5%) and in 1980 it was 8,835 (23.3%) which is a significant increase in a short time span.

The number of dwelling units rose from 5,534 in 1970 to 14,234 in 1980 which is 7.8% of the county total while the number of persons per household decreased from 3.62 to 2.81. The city made up 7.1% of the county population in 1980. Further discussion of the housing background is contained in the Housing Element.

## RACIAL CHARACTERISTICS

The following is a comparison between 1970 and 1980 racial composition. Census terminology changed slightly from one census to another.

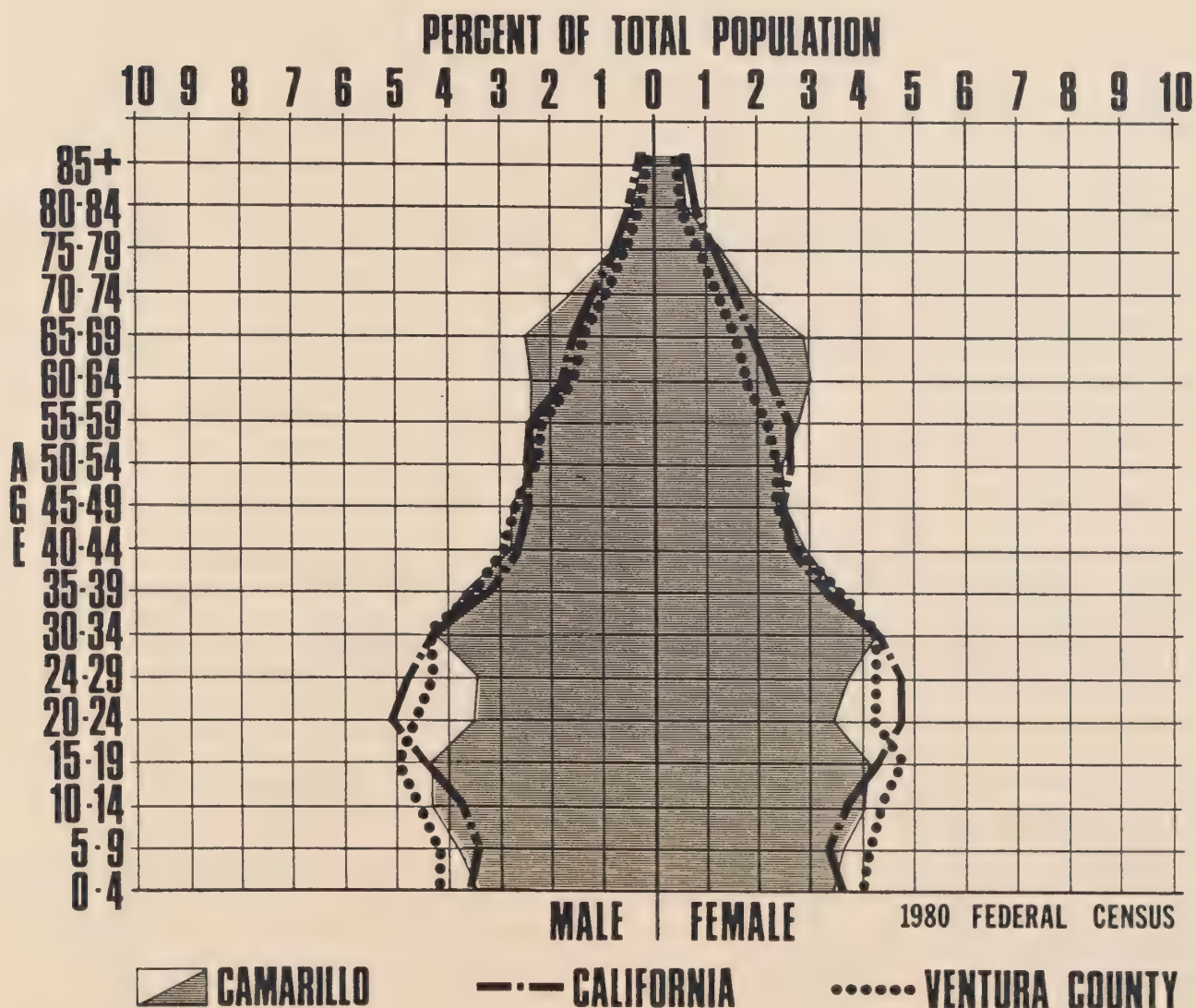
### RACIAL CHARACTERISTICS

	<u>1970</u>	<u>1980</u>
Caucasian/White	84.1%	84.1%
Mexican-American/Hispanic	12.5%	10.1%
Negro/Black	.8%	1.0%
Oriental/Asian	--	4.1%
American Indian/Native American	--	.1%



While figures are not available on Oriental/Asian and American Indian for 1970, the state 1975 Census showed 1.9% Oriental and .27% American Indian. The city has a greater percent of whites and a lower percentage of Spanish than the county and the state which had 72.4% white and 21.4% Spanish. Otherwise, the city is reflective of the racial balance in the area.

## AGE/SEX DISTRIBUTION COMPARISON





### Income Distribution

Camarillo is a middle- to upper-middle income community with 35% of the households earning \$30,000 or more per year compared to 29% of the households countywide.

Only 1,546 individuals were below the poverty level compared with 35,636 above the poverty level. This figures out to about 4% while the county percentage is 7.8%. The median family income was \$26,467 which is up significantly from \$15,200 in 1975 and \$12,947 in 1970. The county median family income was \$23,612 in 1980. The mean family income for white families in the county was \$26,530 and \$19,443 for Spanish. In Camarillo it was \$28,264 for white and \$24,599 for Spanish.

## **FAMILY INCOME**

<u>Family Income</u>	<u>Camarillo</u>	<u>Percent</u>	<u>County</u>	<u>Percent</u>
0 - 4,999	273	2.6	5,663	4.2
5,000 - 9,999	744	7.0	13,216	9.8
10,000 - 14,999	1,029	9.6	17,056	12.5
15,000 - 19,999	1,341	12.5	17,553	13.0
20,000 - 24,999	1,490	14.0	19,143	14.1
25,000 - 29,999	1,510	14.1	17,300	12.8
30,000 - 34,999	1,406	13.1	14,312	10.6
35,000 - 39,999	972	9.1	9,762	7.2
40,000 - 49,999	1,106	10.3	10,862	8.0
50,000 - 74,999	688	6.4	7,689	5.7
75,000 +	140	1.3	2,800	2.1
Median	\$26,467		\$23,612	

Source: 1980 U.S. Census

## **FAMILY INCOME BY RACE**

### Family Income by Race/Ethnicity

	<u>White</u>	<u>Black</u>	<u>Indian</u>	<u>Asian</u>	<u>Spanish</u>
0 - 4,999	218	6		6	65
5,000 - 7,499	263				55
7,500 - 9,999	437	6	5		51
10,000 - 14,999	967		32	14	73
15,000 - 19,999	1,273	5	6	5	77
20,000 - 24,999	1,354	32	6	59	114
25,000 - 34,999	2,760	19	18	66	224
35,000 - 49,999	1,987	20		66	98
50,000 +	741	6	6	59	49

Source: 1980 U.S. Census

## TYPE OF INCOME

	1980 Camarillo Households	1980 County Households	1970 Camarillo Households
Wage of Salary Mean	10,097 \$24,768	141,558 \$22,885	4,369 \$12,387
Self Employed (Non Farm) Mean	1,601 \$12,197	21,140 \$14,633	567 \$7,048
Self Employed (Farm) Mean	164 \$9,770	2,408 \$10,908	58 --
Interest, Dividend, Rental Mean	5,557 \$3,898	73,981 \$3,124	-- --
Social Security Mean	3,549 \$4,628	34,941 \$4,242	459 \$1,526
Public Assistance Mean	545 \$2,798	12,929 \$2,878	138 \$1,028
Other Mean	3,834 \$6,291	44,340 \$4,781	2,381 \$2,061

Source: 1970 and 1980 U.S. Census

### Occupation and Employment

In 1980, in Camarillo, there were 17,141 members of the civilian labor force, 9,805 (57%) males and 7,336 (43%) females. This compares to 65% males and 35% females in 1970, so the percent of female workers has increased. Of the males, 96.2% were employed; while of the females, 96.1% were employed. For Spanish males it was 93.8% and 93.9% for Spanish females.

	Total Male	Total Female	White Male	White Female	Black Male	Black Female	Indian Male	Indian Female	Asian Male	Asian Female	Spanish Male	Spanish Female
Labor Force:												
Armed Forces	483	21	408	21	16		31		22		25	
Civ. Labor Force:												
Employed	9,426	7,044	8,632	6,307	69	99	52	49	323	388	926	649
Unemployed	378	292	322	254	4	6			24	12	61	42
Not in Labor Force	3,603	7,376	3,354	6,933	49	53	12	32	63	150	256	533

Source: 1980 U.S. Census

## OCCUPATION

The executive, administrative, managerial, and professional occupation categories lead the way by a significant amount in the city.

<u>Occupation</u>	<u>Camarillo</u>	<u>Percent</u>	<u>Ventura County</u>	<u>Percent</u>
Executive, Administrative, Managerial	2,441	14.8	28,517	12.1
Professional Specialty	2,932	17.8	30,415	12.9
Technicians & Related Support	751	4.5	8,253	3.5
Sales	1,963	11.9	25,615	10.8
Administrative Support, including Clerical	2,769	16.8	37,206	15.8
Private Household	53	.3	1,052	.4
Protective Service	358	2.1	4,919	2.1
Service, Except Protective & Household	1,396	8.4	23,054	9.8
Farming, Forestry & Fishing	326	1.9	14,257	6.1
Precision Production, Craft & Repair Services	1,762	10.7	31,239	13.3
Machine Operators, Assemblers & Inspectors	976	5.9	14,744	6.3
Transportation & Material Moving	331	2.0	7,319	3.1
Handlers, Equipment Cleaners, Helpers & Laborers	413	2.5	8,891	3.8
	16,471		235,481	

Source: 1980 U.S. Census

## EMPLOYMENT BY INDUSTRY

<u>Industry</u>	<u>Employees</u>
Agriculture, Forestry, Fisheries & Mining	513
Construction	986
Nondurable Goods Mfg.	601
Durable Goods Mfg.	2,445
Transportation	426
Communications & Other Public Utilities	487
Wholesale Trade	490
Retail Trade	2,801
Finance, Insurance, Real Estate	1,175
Business & Repair Services	678
Personal, Entertainment, Recreation Services	684
Health Services	1,440
Educational Services	1,300
Other Professional & Related Services	705
Public Administration	1,740

Source: 1980 U.S. Census



## EDUCATION LEVEL

The city education attainment levels are very similar to the county except a 5% difference for those with four or more years of college and similar percentage difference in the elementary school category.

### Educational Level (Persons 25 years and over)

	<u>County</u>	<u>Percent</u>	<u>City</u>	<u>Percent</u>
Elementary	39,595	13.3	1,744	7.4
High School, 1 - 3 years	31,913	10.7	1,915	8.1
High School, 4 years	99,531	33.5	8,143	34.6
College, 1 - 3 years	72,274	24.3	6,191	26.3
College, 4+ years	53,980	18.2	5,532	23.5
	<u>297,293</u>		<u>23,525</u>	

The 1980 Census showed the Spanish population of Camarillo is relatively better educated than the county Spanish population with 30.9% having one or more years of college compared to 17.8% for the entire county. The city is closer to the county for Spanish people having one or more years of high school, 42% to 36%. In the county, 10% of the blacks had one or more years of college and 48% had one or more years of high school. In the city, it was 55% and 40%. For the white population it was 45% in both groups in the county and 50.5% with one or more years of college and 43% with one or more years of high school in the city.

### Economic Summary

Considerable research was included in the 1975 General Plan relating to the economic base, employment, occupational environment, revenues and expenditures. It was concluded that Camarillo residents spent nearly 52% of their spendable income outside the city. The analysis showed sales tax leakage in apparel, general merchandise, food, building material and automobile categories.

After steadily rising from 1970 to 1980, taxable sales dropped off in 1981 to \$135.8 million from \$146.1 million. In 1982, taxable sales were \$143 million. The following is a comparison between calendar years 1981 and 1982.

## TAXABLE SALES

TYPE OF BUSINESS	NUMBER OF PERMITS		1982 NO. INC. OR DEC.*	1982 INC. OR DEC.*	TAXABLE SALES (in thousands)		1982 OF INC. OR DEC.* OVER	1982 INC. OR DEC.*
	1981	1982	OVER 1981	OVER 1981	1981	1982	1981 AMOUNT	OVER 1981 PERCENTAGE
RETAIL STORES:								
Apparel Stores	19	20	1	5.3	\$ 3,833	\$ 4,643	\$ 810,000	21.1
General Merchandise Stores	7	10	3	42.9	10,145	11,954	1,809,000	17.8
Food Stores	14	15	1	7.1	16,030	15,997	33,000*	.2*
Packaged Liquor Stores	8	8	-	-	2,987	3,452	465,000	15.6
Eating & Drinking Places	61	68	7	11.5	17,582	19,101	1,519,000	8.6
Home Furnishings & Appliances	30	27	3*	10.0*	5,193	5,181	12,000*	.2*
Bldg. Materials & Farm Implements	17	17	-	-	10,356	9,206	1,150,000*	11.1*
Auto Dealers & Auto Suppliers	10	12	2	20.0	8,367	6,790	1,577,000*	18.8*
Service Stations	21	21	-	-	22,456	21,217	1,239,000*	5.5*
Other Retail Stores	75	85	10	13.3	16,741	18,480	1,739,000	10.4
RETAIL STORES - TOTAL	262	283	21	8.0	\$113,690	\$116,021	\$2,331,000	2.1
ALL OTHER OUTLETS	680	739	59	8.7	22,186	27,122	4,936,000	22.2
GRAND TOTAL ALL OUTLETS	942	1,022	80	8.5	\$135,876	\$143,143	\$7,267,000	5.3

## TAXABLE SALES, 1982

CATEGORY	Camarillo Population - 40,093		Ventura County Population - 551,993	
	Taxable Sales (Thousands)	Per Capita Sales	Taxable Sales (Thousands)	Per Capita Sales
Apparel Stores	4,643	\$ 115	39,147	\$ 161
General Merchandise Stores	11,954	298	367,586	665
Food Stores	15,997	398	211,703	383
Packaged Liquor Stores	3,452	86	40,056	72
Eating and Drinking Places	19,101	476	239,479	433
Home Furnishings & Appliances	5,181	129	73,660	133
Bldg. Material & Farm Implements	9,206	229	103,092	186
Auto Dealers/Auto Supplies	6,790	169	664,313	1,203
Service Stations	21,217	529	261,884	474
Total Retail Stores	116,021	2,893	2,031,822	3,680
All other Outlets	27,122	676	604,553	1,095
Total All Outlets	143,143	\$3,570	2,723,638	\$4,934



In comparing Camarillo with other cities in the county, it is quite evident that the city falls below the average taxable sales in almost every category. The only area where it exceeds the county average is in packaged liquor sales. In most areas the city is significantly below the average of the five larger cities in the county: for instance, general merchandise stores \$298 per capita in 1982 in Camarillo versus a countywide average of \$683; food stores, \$398 versus \$632 for the county.

The greatest discrepancy comes in auto dealers and auto supplies where the city registered only \$169 per capita in sales versus \$802 for the county average of the five largest cities. Thousand Oaks and Ventura were over \$1300 per capita in that category. Camarillo also rates lower than the California average of per capita sales in all categories except packaged liquor stores and building material and farm implements where they barely exceed the average.

Again, a wide discrepancy exists from the state per capita sales figure in auto dealer and auto supplies. The Camarillo rate was \$169 per capita versus \$548 for the state. In looking at other cities in similar suburban situations and their per capita sales in each category, it still remains clear that Camarillo is behind in auto dealers and auto supplies and general merchandise stores as well as apparel store sales.

In looking at other cities in the State of California, it becomes quite evident that suburban cities in metropolitan areas do not fare as well as cities which are regional marketing centers such as Santa Maria in Santa Barbara County which show significantly greater per capita sales than the California average rate in general merchandise, food stores, eating and drinking places, home furnishing, building materials and auto dealers.

The variations in per capita sales can be partially explained by a city's setting within a region and shopping facilities available. Camarillo suffers from the lack of general merchandise stores and auto dealers and will continue to suffer unless facilities are provided to compete with the regional shopping centers in Ventura, Oxnard, and Thousand Oaks. The significance is that revenue that would be returned to the city is being sent to other communities to support their municipal programs rather than being available to Camarillo.

# ACTIVITY INDEX

	CAMARILLO	CHINO	COLTON	RIALTO	REDLANDS	CALIFORNIA AVERAGE
POPULATION	40,093	43,062	22,560	42,562	46,890	
TOTAL TAXABLE SALES	\$143,143,000	\$142,160,000	\$191,464,000	\$150,904,000	\$212,848,000	

	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales
Apparel Stores	\$ 115	\$ 166	\$ 83	\$ 36	\$ 123	\$ 215
General Merchandise Stores	298	29	--	--	767	544
Food Stores	398	470	512	428	500	417
Packaged Liquor Stores	86	49	71	67	42	80
Eating and Drinking Places	476	378	632	281	531	540
Home Furnishings & Appliances	129	73	124	38	148	184
Bldg. Materials & Farm Implements	229	191	361	140	111	217
Auto Dealers & Auto Supplies	169	458	1,097	205	1,027	548
Service Stations	529	575	967	846	473	562
All Other Outlets	676	553	2,076	994	486	697

	CAMARILLO	THOUSAND OAKS	VENTURA	OXNARD	SIMI VALLEY	AVERAGE
POPULATION	40,093	89,726	79,547	113,315	80,565	
TOTAL TAXABLE SALES	\$143,143,000	\$542,917,000	\$664,430,000	\$538,137,000	\$248,523,000	

	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales	Per Capita Sales
Apparel Stores	\$ 115	\$ 376	\$ 189	\$ 193	\$ 87	\$ 192
General Merchandise Stores	298	970	899	820	426	683
Food Stores	398	477	635	332	636	632
Packaged Liquor Stores	86	58	128	74	46	78
Eating and Drinking Places	476	648	695	457	339	523
Home Furnishings & Appliances	129	181	276	158	80	164
Bldg. Materials & Farm Implements	229	170	332	362	136	246
Auto Dealers & Auto Supplies	169	1,318	1,471	808	245	802
Service Stations	529	581	735	393	427	533
All Other Outlets	676	564	2,054	702	359	871







# City of Camarillo GENERAL PLAN

## IV. LAND USE ELEMENT

EXPANSI

PARK  
PARK  
— ELEMENTARY — JUNIOR — HIGH  
— PUBLIC  
HISTORIC SITE  
CIVIC CENTER

PROPOSED

FREEWAY  
FREEWAY INTERSECTION  
ARTERIAL  
LINKAGE (SPECIAL TREATMENT)  
WATERWAY  
TRANSIT CENTER  
COMMUNITY DESIGN — CENTRUM



# LAND USE

## INTRODUCTION

The Land Use Element of the General Plan identifies the classifications of land within the City. The definition, principles and proposals for each is described in the first part of the Element. The location and generalized boundaries are shown on the General Plan Land Use Map.

The basis for the adopted land uses is a result of an evolution of decisions and General Plan updates within the context of adopted goals, existing characteristics and related factors.

Throughout the preliminary review and analysis, the main theme that constantly emerged was that the special quality of life that exists throughout much of the area should be preserved and extended to encompass all of Camarillo and its environs. This concern provided one of the fundamental criteria from which this Plan was developed.

This theme was recently enhanced with the adoption of the revised Community Goals. The goals were adopted in 1992 and reflect a desire to further promote Camarillo as a rural suburban community that has a quality, small town, family atmosphere. The citizens in Camarillo take pride in the City's climate and design. The City looks toward the future through the Land Use Element to further promote the character of Camarillo with sound principles, objectives and standards for the land uses within the City and open spaces surrounding the City.



# **EXISTING LAND USE/ZONING ANALYSIS**

The collection of Land Use/Zoning data was updated in 1993. Each parcel of land within the City was inspected and its use recorded. The information was subsequently measured and a complete tabulation of the quantities of land in each of the land use classifications was prepared by the City Planning staff. The land use data collected in prior updates was also recorded on maps as depicted by colors representing the classification of use.

The data collected by this process provides not only a quantitative analysis of the disposition of land, but through the mapping of the findings, it is possible to observe and analyze groups of like uses, clusters of development, their relative intensity and also areas where conflicting land use patterns have developed.

The discussion which follows is a detailed analysis of Land Use by zoning categories. Immediately following this analysis are tables which break down land use and zoning by acreage.

## **ANALYSIS of LAND USE BY ZONE**

### **A.E. Zone**

The Agricultural Exclusive Zone is intended for promotion and preservation of agricultural activities on lands capable of producing and supporting agricultural uses and excluding those uses which would have a detrimental effect on areas designated for agricultural purposes.

### **R.E. Zone**

The Rural Exclusive Zone is a large lot residential zone with lots varying in size from 10,000 square feet to 1 acre or larger in size with a limited area used for mobile home parks. The majority of the property in this classification is used for agricultural activities with the remainder in public and semi-public uses or vacant.

### **R-1 Zone**

The R-1 Zone is the City's basic single family residential zone with the rest of the land in public and semi-public uses or vacant.

### **R.P.D. Zone**

The Residential Planned Development Zone is intended to encourage imaginative residential design. The majority of the RPD Zone is 5 or less units per acre with the density ranging from 1 unit to a maximum of 30 units which is high density.

### **M.H.P.D. Zone**

The Mobile Home Park Development Zone is oriented toward mobile home parks. There is MHPD-zoned land in the City, although mobile home development is found in various locations and zones. Mobile

home park subdivisions are also authorized under a conditional use permit which allows unit owners to own their pad space.

## **O.S. Zone**

The Open Space Zone was established in 1978 to preserve valuable natural environmental and recreation resources.

## **R.C. Zone**

The Recreation Commercial Zone is intended to provide for outdoor recreation and agricultural uses suitable for development without significant impact to the environment of the area. The RC Zone also recognizes incidental and accessory uses such as residences, commercial and public service facilities subject to review, and in some cases, conditions to protect natural scenic or recreational value.

## **C.N. Zone**

The Commercial Neighborhood Zone is to provide facilities supplying both daily convenience goods and services as well as to provide an environment of a stable, desirable character which will be in harmony with existing and potential development of surrounding neighborhoods and which may be located in or adjacent to residential areas. In order to produce commercial neighborhood centers which meet modern environment and design standards, each center shall be approved only under a planned development permit.

## **S.C. Zone**

The Service Commercial Zone is established to provide areas of development for service type uses that are heavier than general retail and somewhat lighter than the industrial categories such as service, assembly of materials or a craft. The placement, design, and intensity of use in the zone are required to be planned to protect and preserve the character of the adjoining properties while increasing efficiency and promoting harmonious relationships. Therefore, all applications are required to be submitted to and approved by the Planning Commission under a planned development permit.

## **P.O. Zone**

The Professional Office Zone is located throughout the City and is intended as the primary office zone. The PO Zone often serves as a transitional use between commercial uses and residential zones. Development is approved under a planned development permit.

## **C.P.D. Zone**

The Commercial Planned Development Zone is intended for commercial development associated with planned communities or large subdivision tracts. At present, the major portion of CPD-zoned land is committed or partially committed.

## **L.M. Zone**

The Limited Manufacturing Zone is the most restrictive industrial zone with approval required for any use under a planned development permit and intended for industrial parks.

## **M-1 Zone**

The M-1 Zone, the City's industrial classification, is substantially taken up by the Camarillo Airport and the area located northerly of Mission Oaks Boulevard, east and west of Flynn Road with interim usage of the property for agriculture. The rest of the developed M-1 land use is used for commercial, office and semi-public purposes.

## **M-2 Zone**

The M-2 Zone area is the smallest of the manufacturing zones and permits the heaviest uses. The land in this category not developed with industrial uses is either in agriculture or vacant.



REVISED

## Table 1

### Existing Land Use

<u>CATEGORY</u>	<u>ACRES</u>
Agriculture	2,333.11
Residential	3,687.18
Commercial	301.89
Industrial	678.08
Public Uses	404.37
Quasi-Public	266.29
Transportation/Utilities/Airport	750.20
Natural Resources	460.47
Vacant	957.00
Misc./Unclassified	495.29
Streets/Rights-of-Way	2,013.33
 TOTAL	 12,347.21

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## Table 2

### Zoning Acres

<u>ZONE</u>	<u>DEVELOPED</u>	<u>UNDEVELOPED</u>	<u>TOTAL</u>	<u>%TOTAL</u>	<u># D.U.</u>
AE	8.20	1,515.78	1,523.98	15	6
RE	1,214.13	1,718.49	2,932.62	29	1,502
R-1	1,310.51	16.57	1,327.08	12	6,548
RPD	1,689.35	360.33	2,048.68	19	11,218
MHPD	46.89	0	46.89	>1	359
RC	0	0	0	0	0
PO	78.62	41.18	119.80	1	4
CN	0	0	0	0	0
CPD	261.52	150.25	411.77	4	9
SC	4.23	0	4.23	>1	1
LM	150.14	373.14	523.28	5	1
M-1	1,024.87	124.76	1,149.63	11	2
M-2	51.98	28.46	80.44	1	2
OS	0	175.31	175.31	2	0
 SUBTOTAL	 5,840.46	 4,504.27	 10,344.73	 100	 19,651
 STREETS			 2,002.48		
 TOTAL			 12,347.21		

D.U. = dwelling unit

(Revised June 25, 1993)

## **AGRICULTURAL USES**

Agriculture has, and continues to play, an important role in the life of the City of Camarillo. Historically, agriculture has represented the economic mainstay of the community, as well as Ventura county. To some extent, this situation still exists.

The General Plan proposes that the agricultural activities be encouraged to continue both as a source of economic substance to the community and the County and as a physical definition to the urban area of the City. The General Plan also recognizes the importance of agricultural land within the City. This land should be conserved but could be converted to other uses if there is a community need or benefit.

For the purpose of the plan, an Agricultural Use Category has been included, both on the map and in this text and addressed in the Open Space and Conservation Element.

This type of classification will permit, in addition to agricultural uses, those residential and industrial activities associated with farming, including housing at a density not to exceed 1 unit/10 acres, the processing, packing and storing of produce raised on the site and such other uses that are pertinent to agriculture.

## **PRINCIPLES**

The following criteria is based on conclusions reached in the Las Posas Study, which was conducted by Ventura County Planning Department, Las Posas Citizens' Committee and various agricultural consultants. The General Plan recommends that the following criteria be used to determine if the minimum acreages are sufficient to support viable agricultural operations within areas which fall under an agricultural classification.

### **Criteria for 10-Acre Minimum Agricultural Operation**

#### **A. Structural Features**

1. Existing parcel size is 10 acres or more.
2. Parcel is determined to be agriculturally viable as a self-sufficient farm unit.
3. Parcel is not adjacent to Agricultural Preserve.
4. Parcel is not adjacent to AE zoning.
5. Contiguous parcels under one ownership total 10 acres or more.

#### **B. Physical Features**

1. Plantable soil is present on at least 90% of the parcel.

2. None of the following hazards are present on parcel:
  - a. Poor soil classification of Class IV or below;
  - b. Erosion hazard;
  - c. Poor land stability;
  - d. Slope;
  - e. Potential groundwater degradation;
  - f. Potential soil degradation;
  - g. Surface drainage.

## **Criteria for 20-Acre Minimum Agricultural Operation**

### **A. Structural Features**

1. Existing parcel size is 20 acres or more.
2. Parcel is determined to be agriculturally viable as a self-sufficient farm unit.
3. Parcel is adjacent to Agricultural Preserve.
4. Parcel is adjacent to other parcels zoned AE.
5. Contiguous parcels under one ownership totaling 20 acres or more.

### **B. Physical Features**

1. Erosion and/or fire hazards are identified where plantable soil is present on more than 75% of parcel.
2. Landslide area or slope over 25% is identified where plantable soil is present on more than 75% of parcel.

For the 10 and 20 acre criteria, either the first two or the last three structural features, but not all five, all intended to act as recommendations for each parcel or set of parcels.

## **Criteria for 40-Acre Minimum Agricultural Operation**

### **A. Physical Features**

1. Erosion hazard and landslide area and/or slope over 25% are present on more than 50% of parcel.
2. Fire hazard and landslide area and/or slope over 25% are present on more than 50% of parcel.
3. Landslide area and at least one other hazard are present on more than 50% of parcel.



4. Slope over 25% and at least one other hazard are present on more than 50 %of the parcel.

## **RESIDENTIAL USES**

The residential section of the Land Use Plan provides areas within which the principal uses permitted are residential. The standards in support of the plan designate basic densities, not to exceed 30 dwelling units per acre.

These densities are in terms of dwelling units permitted per net acre of land. Where large developments are possible, there may be some flexibility in the zoning to permit a variety of types of housing as long as the overall density is not violated. The upper density limit set for each category does not mean that a project will necessarily receive the maximum number of units.

## **OBJECTIVE**

In order to implement the community goals, the following objective for residential land use is established:

To continually improve the areas as places for living by ensuring that those portions of the City which are best suited for residential use will be developed and preserved as healthful, safe, pleasant, attractive neighborhoods where all citizens are served by a full range of appropriate community facilities.

## **PRINCIPLES**

In order to accomplish the intent of the plan, the following policies are established:

- To identify residential neighborhood patterns as a means of assisting in their planning and protection.
- To provide each neighborhood with adequate and convenient public facilities and amenities, particularly park and recreation facilities.
- To protect residential property values and privacy by ensuring compatible development with surrounding land uses and by preventing the intrusion of incompatible land uses.
- To discourage through traffic in order to promote safe neighborhoods.
- To encourage the maintenance and improvement of all residential areas throughout the City through a continuous program of street tree planting and care, adequate streets and sidewalks, street and sidewalk lighting, storm drainage and other utilities.
- To encourage the highest quality of development in those cases where structures are replaced.

- Continue programs for preservation of housing units in the Barry Street/Raemere Street areas through redevelopment programs and maintenance programs.
- Encourage the continued use of the Heritage Zone design program in the residential areas as set forth in the Community Design Element.
- Encourage the establishment of pathways within various residential projects with interconnects to City or regional pathway systems.
- Encourage adequate recreation facilities to serve the population expected to reside in cluster residential projects which may include recreation equipment for children, swimming pools, tennis courts, etc.
- Encourage pathways which provide priority for pedestrians and separation from vehicle traffic except where street crossing is required, in which case proper notice and design should be provided.

## **STANDARDS**

The General Plan adopts the following classifications and standards for residential development:

The unit per net acre figure represents the maximum average density for the areas designated; a residential density within a range less than that which is designated, may be considered as consistent and approved where deemed appropriate by the City. For example, a density range from 10 units to 18 units per acre and classified as a medium density residential development, may be permitted in a high density residential development area where deemed appropriate. The following overall maximum densities have been established and utilized for the purpose of relating population density and land use intensity to the necessary public facilities and utilities.

### **Rural**

(Not to exceed two and one-half (2.5) dwelling units (d.u.) per acre):

This density classification has been designed to preserve the open and basically rural quality of the hillside areas surrounding present urban concentration in Camarillo. Rural development areas will enable the City to minimize adverse impact on the physical and ecological environments which fall within this designation.

### **Low Density**

(Not to exceed four (4) d.u. per acre or five (5) in a cluster):

This density classification allows for the typical single family subdivision patterns being developed throughout urban California. This pattern of residential subdivision is also typical in Camarillo. The cluster concept could be utilized in this density



range to introduce innovative techniques into future developments, thus providing greater variety in dwelling unit choice within the City.

It would provide for the grouping of structures in a far more efficient relationship to streets and utilities while combining yards and building setbacks into larger, more usable open spaces for enjoyment by residents.

Where parcels of land can be unitized into large blocks, five or more acres in an area, a technique known as open space subdivision could also be used effectively. This concept provides for the clustering of homes about open spaces with interior pedestrian walkways. The pedestrian walkway can provide access to elementary schools and neighborhood shopping facilities while eliminating unnecessary pedestrian/motor vehicle conflict. Through the unification of neighborhoods, this type of development tries to provide a more desirable living environment with amenities integrated into the neighborhood pattern.

Other techniques which are compatible with this density range are the use of single-family attached and patio-house developments. Single-family attached developments involve the attaching of two single-family residential units by a common wall on a side property line, thus eliminating the need for a side yard on at least one side of each dwelling. This permits doubling the size of the opposite side for each dwelling, which results in more usable open space. The patio-house concept surrounds the lot completely with a wall of up to eight feet in height to maximize the use of the lot as an outdoor living space with privacy. The front yard setback for the wall ranges from six to eight feet in order to provide adequate space for a landscape setting.

### **LOW-Medium Density**

(Not to exceed ten (10) d.u. per acre):

This classification is oriented towards single-family housing in clusters, townhouses, and duplex-type units. There are numerous opportunities for flexibility and innovation in this classification. Many of these housing types will lend themselves to the Camarillo scene and should be encouraged where appropriate in the City.

The intensity of development at this density requires detailed consideration of open spaces, internal and external traffic circulation and relationship of larger buildings to each other. These indicators help to define the quality of the living environment.

### **Medium Density**

(Not to exceed eighteen (18) d.u. per acre):

This classification allows a medium density considered to be appropriate for Camarillo. Development within this range usually



takes the form of garden or two-story apartments or studio apartment units.

## **High Density**

(Not to exceed thirty (30) d.u. per acre):

This classification allows the highest density, up to 30 units per acre, in Camarillo. Development within this range usually is the two-story or three-story apartments. Developments may be approved at lesser densities.

## **Mobile Homes**

(Not to exceed seven (7) d.u. per acre):

Where mobile home developments have been proposed, the maximum density shall not exceed seven units to the net acre.

## **PROPOSALS**

Rural (not to exceed two and one-half (2.5) d.u. per acre):

Table 3 indicates the number of acres that have been designated as rural within the planning area. These areas are generally located outside of the existing City boundaries, but within the City's Sphere of Influence. A population estimate also has been indicated on Table 3 which could be sustained in these areas if they were totally developed. This, given the population limitations and growth rate, would be some time in the future.

Two substantial areas north of Las Posas Road have been designated in this classification. Although these areas, identified as the Estates and the Heights, are mostly developed and outside the existing City boundaries, it is reasonable to assume that eventually this land may be within the City and that its development should be at a density standard consistent with the physical characteristics of the area.

Low Density Residential (not to exceed four (4) d.u. per acre or five (5) in a cluster):

The low density single-family classification accounts for majority of area in the City. This density represents the stable single-family residential subdivisions existing throughout the planning area. Additional low density residential acres are proposed where conditions indicate this type of development to be a feasible and desirable part of the housing inventory. These areas could contain a population as indicated on Table 3 within present City limits and Sphere area.

Low Medium Density (not to exceed ten (10) d.u. per acre):

The General Plan proposes the low medium density for cluster and garden apartment units. This density classification is in various

areas within the planning area. These areas could accommodate various designs and forms and a varied population.

Medium Density (not to exceed eighteen (18) d.u. per acre):

The General Plan proposes several areas at this density. These areas could accommodate a varied population and include a variety of housing types from apartments to condominiums.

High Density (not to exceed thirty (30) d.u. per acre):

This designation contains the highest number of units per acre authorized under the General Plan. In the majority of cases, the units considered would be for rental purposes.

Mobile Homes (not to exceed seven (7) d.u. per acre):

All but one area designated for mobile home development have been developed. Existing developments have been identified in the plan so as to avoid conflict with the "consistency" issue in the State Law. Due to a change in City Ordinances, a mobile home subdivision may now be created under the CUP process.

REVISED

**Table 3**

# **Land Use and Population Distribution Within City Limits and Area of Interest Outside City Limits**

(columns 1, 3 and 5 are arranged to present both city and area of interest information)

	CITY LIMITS/ OUTSIDE CITY			POPU- LATION	PROJECTED
DESIGNATION	ACRES	DU/ACRE*	# D.U.	PER DU	POPULATION
AGRICULTURAL	1619.55/22561	1 DU/60 AC	27/376	3.2	86/1203
RURAL	1477.86/889	1.5	1601/1333	3.2	5123/4266
LOW	1909.55/260	3.5	10214/910	3.2	32685/3882
LOW MEDIUM	1014.12	7.0	6126	2.5	15315
MEDIUM	134.87	15.0	1309	2.0	2618
HIGH	199.01	25.0	4328	2.0	8654
MOBILE HOME	207.88	7.0	1411	1.8	2540
COMMERCIAL	402.80/34				
OFFICE	76.04/34				
INDUSTRIAL	1050.16/50				
R & D	164.20/59				
OPEN SPACE	480.35/9965				
PUBLIC/	1123.61/975				
QUASI PUBLIC	347.38				
RIGHTS-OF- WAY	2139.99/931				
WATERCOURSES					
AREA TOTALS	12347/35758	25016/2619	66931/9351		
TOTAL PLANNING					
AREA	48,105		27,635		76,282

\* dwelling unit ratio is for undeveloped land area

(Revised June 25, 1993)



## Table 4

### CITY OF CAMARILLO GENERAL PLAN SUMMARY

	DEVELOPED	UNDEVELOPED	TOTAL	% TOT	# D. U.
AG	10.19	1609.36	1619.55	13	8
RURAL	839.10	638.76	1477.86	12	644
LOW	1671.30	238.25	1909.55	15	9381
LOW-MED	834.93	179.19	1014.12	8	4879
MEDIUM	118.51	16.36	134.87	1	1064
HIGH	131.23	67.78	199.01	2	2633
MOBILE	152.60	55.20	207.80	2	1025
COMM.	254.75	148.05	402.80	3	7
OFFICE	58.92	17.12	76.04	1	4
INDUS.	595.68	447.33	1043.01	8	4
IND/COMM	7.15	0.00	7.15	1	1
R & D	2.98	161.22	164.20	1	0
O. S.	0.00	480.35	480.35	4	0
PUBLIC	1043.07	80.54	1123.61	9	1
Q. PUB.	105.25	242.05	347.30	3	0
ROW/H2O	2055.97	84.02	2139.99	17	0
TOTAL	7881.63	4465.58	12347.21	100	19651

Table 3 summarizes the approximate amounts of land in each category, as well as the factors used in determining a projected population. The factors are reflective of recent trends demonstrated in the 1990 Census and other samples. Due to the nature of a General Plan, the numbers are not precise, but rather an approximation.

## COMMERCIAL USES

The general placement and massing of commercial structures should consider the area and scale of the City and promote quality design in keeping with the community environment. The commercial areas of the City include the Business District along Ventura Boulevard, community shopping centers along Carmen Drive and Arneill Road, several neighborhood convenience centers, the highway oriented uses along the freeway and all of the other commercial and business areas of the City of Camarillo.

## PRINCIPLES

The following principles for the commercial development are established:

- To achieve a balance of commercial areas that will provide for the retail business, professional and service needs of the residents of Camarillo, as well as attracting customers from the surrounding service areas.
- Provide adequate land and proper location for the various types of commercial activities so that they can provide optimum service to the community and surrounding service area.
- Recognize the old downtown area (Ventura Boulevard) as a special type of commercial area with a variety of architectural styles worthy of preservation and enhancement and encourage its role in the commercial spectrum of the City.
- Encourage and promote the overall improvement of efficiency and visual appeal of all commercial areas in keeping with the Heritage Zone policy of the City as set forth in the Community Design Element.
- Alleviate the problems of traffic congestion and require adequate off-street parking geared to each of the types of commercial activity and the promotion of on-site pathways with interconnects to adjoining areas.
- Ensure compatibility by preventing the intrusion of incompatible uses within commercial areas. Improve the relationship between commercial areas and adjacent noncommercial land through landscape buffers which will insure the protection of adjacent residential land from annoyance by undue noise, light, traffic and other activities generated by intensive commercial use.
- Maintain a proper balance of commercial activities between the various commercial areas so that business opportunities and support will be at an optimum.

- Encourage the development of grouped neighborhood convenience shopping facilities to serve the needs of the adjacent residential areas. Require the development of landscaped pedestrian ways, bikepaths, adequate parking and safe access from adjacent thoroughfares.

- Promote improved architectural appearance of commercial buildings and structures and require adequate setbacks and properly landscaped sites and means for proper maintenance.
- Provide adequate municipal services for all commercial areas, including the improvement of street appearance, through a program of street tree planting, suitable street lighting and the relocation of unsightly wires and utility poles. There should be careful regulation of signs and outdoor advertising to prevent unsightly proliferations which confuse rather than inform or identify uses.

## STANDARDS

In order to implement the General Plan, the following classifications, standards and proposals for commercial development are adopted.

### GENERAL COMMERCIAL

The general commercial classification designated by the General Plan will provide services to the City of Camarillo on neighborhood and community levels and on a specialized level also, such as freeway-oriented commercial and outlet centers.

Neighborhood convenience centers will be dispersed throughout the City in order to provide convenience shopping and personal services for residents of local neighborhood areas. The activities and services provided by these limited developments usually include a grocery store, drug store, laundry and dry cleaners, barber shop, shoe repair shop and similar uses which can be supported by the population within the service area. This would call for a relatively small site, but adequate enough to provide for required parking, landscaping and related amenities. It is not the intent that these centers expand in size or change the nature of the services they provide.

The exact service size of local convenience center will depend on the number of residents in the neighborhood being served. The standard of between three and five acres has been utilized effectively in many communities.

The community center provides a wider range of retail sales outlets, including soft goods (wearing apparel) and hard lines (hardware, appliances, et cetera). A junior department store or a variety store would usually be the major tenant in addition to the grocery store. These centers provide a greater variety and depth of merchandise to serve the needs of a larger population. Many services not available at the neighborhood convenience center are located here.



The community center generally includes between 100 and 250 thousand square feet of gross leasable area, on a site of between 10 and 20 acres. Normally a fully developed, well-designed community center would serve approximately 40,000 people. The mobility of the population, intervening competitive uses, accessibility, merchandising policies and personal preference levels towards specific commercial uses may alter this figure considerably in specific locations.

The freeway commercial classification includes those commercial uses which are located adjacent to and directly related to the uses of the freeway. Typical uses would include gasoline service stations, other automotive service facilities, restaurants, hotels, motels and similar related uses. Freeway commercial also includes other retail uses; such as, outlet centers and membership retail or regional retail; such as, furniture, appliances, etc. Freeway service commercial uses, where possible, should be concentrated in areas most appropriate for such development with convenient access to the freeway but designed to be a complement to the area. Development standards for freeway commercial uses should assure that such uses can be served by public streets to carry traffic, and should not detract from the aesthetic quality of the community at large.

High development standards should be employed in these areas to limit the number of access points, to secure substantial setbacks for new structures, to require adequate landscaping and off-street parking, and in general, to obtain a high quality of design for those critical areas. In addition, the currently developed portion of freeway commercial land should be maintained and improved where possible to insure the most efficient and economic way to improve their physical quality. Future residential development in areas abutting the freeway should, by design, avoid fronting the freeway.

The old downtown/commercial district on Ventura Boulevard is recognized as an area of historical, cultural and economical significance to Camarillo and efforts should be made to preserve and enhance this important area.

- The overall appearance should follow the existing architectural styles of the existing buildings in the area, which will establish the area as one with special interest and attractiveness.
- Where possible, automobile parking should be located off-street and designed to make the walk to the offices and shops relatively short and pleasant.
- The Ventura Boulevard business district is encouraged to promote special activities and events that add support to the existing businesses on the Boulevard.

Camarillo's regional shopping needs are currently being adequately served by regional shopping centers in adjacent cities. There is no reason to doubt the adequacy of these centers in providing service to Camarillo in the future.

## **Office**

A classification is provided in the General Plan for the grouping of the medical and dental professions, lawyers, engineers, architects and other similar services. Medical clinics, banks, savings and loans, real estate, insurance, utility offices and facilities for other administrative functions related to the operation of both private and public corporations are also included in this classification.

Office uses of this type should, wherever possible, be designed as an integrated group on large parcels of land to assure the most efficient and desirable conditions. Due to the intensity and frequency of office uses, access by way of major arterials is essential, as is adequate off-street parking, landscaping and other amenities which assure a high quality of development.

## **PROPOSALS**

### **General Commercial**

The General Plan recognizes existing neighborhood centers located throughout the City. If, however, future demand indicates a need for additional neighborhood shopping facilities, it is intended that they be carefully planned and integrated into the neighborhoods.

This proposal is consistent with the principle indicating the desire for concentrating commercial activities and will assure that the character of the residential areas will not be adversely affected by the intrusion of unplanned commercial activities.

Neighborhood shopping areas, when located on major streets, should not be allowed to string out and thus become strip commercial areas. Adequate provision must be made to assure the compatibility of the development with the adjacent land uses and streets. Each proposal for a neighborhood convenience commercial center should be evaluated in terms of community need for such facilities and how it relates to the specific areas and population to be served.

Several of the community commercial centers built in the 1960's and early 1970's have undergone modifications including exterior enhancements and additions. Most notably, the Camarillo Village Square has included a variety of site features (landscaping, street furniture, pedestrian ways, trellis, etc.) with the remodeling of the center.

Freeway commercial uses are currently scattered along the Ventura Freeway. The General Plan proposes that, insofar as possible, future freeway commercial uses be developed in clusters as highway centers. The uses should be grouped into integrated and planned entities similar to other types of shopping centers. The grouping of similar uses will bring economic benefit to the participants.

This proposal is intended as a means of accomplishing the objective and principle for sound commercial development and as an alternative to the scattering and spreading of segmented,



unrelated, unsound commercial uses in an environment that encourages and perpetuates community chaos.

The current status of the Ventura Boulevard Business District is that of a functional economic node which serves sundry commercial and professional needs of people throughout the City and its environs. The Ventura Boulevard Business District was improved with new sidewalks and planters which improved its appearance and in turn enhanced its economic and environmental characteristics.

The City is presently being served by the Esplanade Center in Oxnard, The Oaks shopping center in Thousand Oaks, and additional regional shopping centers in Ventura, Thousand Oaks, and the West San Fernando Valley.

The City recently completed the economic survey in 1990 and updated it in 1992 to better determine its position with regard to commercial uses. The study indicated the ability to locate other types of commercial uses such as specialized retail uses including "outlet centers."

## **Office**

The clustering of related office uses into specific areas has, in the past, and will continue to be a desirable practice. It is for this reason that the General Plan has included an office category and the following proposals.

All existing office clusters of significance are recognized by this plan. Those office areas include locations on Daily Drive at Rosewood, Arneill Road at Ponderosa, and Dos Caminos Plaza, a medical oriented office complex adjacent to St. John's Pleasant Valley Hospital. The total acreage in this category is shown on Table 3.

## **INDUSTRIAL USES**

The current inventory of developed industrial land in the City amounts to slightly more than four percent of the City's 12,000+ acres. Industrial areas include the Flynn Road area, Mission Oaks Business Park, Adamson industrial area, Lewis Road/Dawson Drive area, Airport area and other areas of the community. Manufacturing, research and development, and agricultural oriented industries are the predominate industrial operations in the City.

The goals, which were developed and adopted by the City Council, indicated the desire that all industrial proposals be analyzed and based primarily on existing and projected demand for industrial land, environmental considerations, and the preservation of a "rural" lifestyle.

Based on the analysis of the above factors and others, the General Plan adopts the following principles, standards and proposals for industrial development.



# PRINCIPLES

The following principles should be adhered to in order to promote quality in new industrial developments, as well as to improve existing industrial uses:

- "Industrial park" concepts are encouraged in developing the land assigned to industrial uses.
- Promote the general visual improvement of industrial areas by including architectural review as well as heavy landscaping and other visual protection for the surrounding residential and commercial community.
- Ensuring compatibility by preventing the intrusion of incompatible uses which would reduce the efficiency of the industries that already exist.
- Ensure proper access, off-street parking for employees, vanpool parking, rideshare parking, off-street loading, and protected service area.
- That development plan approval consider the use, storage, and disposal of hazardous materials in industrial facilities in accordance with the Safety Element of the General Plan.
- Promote the use of the Heritage Zone policy in the Community Design Element when considering the development of new building or additions to buildings in the industrial areas.

# STANDARDS

In order that the above principles may be realized, the utilization of land for industry should conform to the following general standards. These may be applied to new industrial uses, as well as to the improvement of existing uses.

- The least intensive industrial uses should be located as a transition between the heavier uses and adjacent residential or other more restrictive uses.
- Access to manufacturing districts should not be through or along the border of a residential area. Traffic should collect on industrial streets located within an industrial district and then be routed to external areas by way of major highways and freeways.
- Interior industrial subdivision circulation should be simple and functional and built to industrial standards.
- Where possible, access to railroad lines, by way of spur trackage, should be available to those industries desiring this type of service.
- Large setbacks and landscaped front yards should be required to improve the visual quality of the industrial environment.

- All storage and waste areas should be screened from view and enhance the quality of the environment.
- An extensive program of overall industrial area beautification and maintenance should be encouraged to assure the maintenance of a high quality for the industrial districts.
- That uses which involve hazardous materials be reviewed with regard to impacts on adjoining residential uses and in accordance with the Safety Element of the General Plan and Zoning Ordinance.

## PROPOSALS

The General Plan recommends land be set aside for industrial uses as illustrated on Table 3. Although this is substantially the same as the 1989 General Plan and zoned for industrial uses, it is recommended that review continue for reasons discussed in the following paragraphs.

The problems of air quality in the Camarillo basin are well documented. The pollutants that would be generated by large industrial operations and the associated traffic that such developments would bring to the area cannot be justified by any positive economic benefits which might be enjoyed by the City of Camarillo.

Another issue which was analyzed was the existing and projected demand for industrial land. While the current rate of absorption has been variously described by the City's economic consultant and those in the industrial land market, the general feeling seems to be that there is a substantial potential for continued industrial development, and to accommodate that market, sufficient acreage (See Table 3) has been set aside in the General Plan for industrial expansion. This industrial acreage will adequately serve the needs of the City in providing additional employment and a broader economic base for the foreseeable future.

This plan also recognizes the danger of premature or overzoning of land for industrial purposes (or other purposes, for that matter) leading to undesirable growth, imbalance and/or "leapfrogging" which could cause economic hardship on the City.

The industrial use categories proposed for the City include General Industrial and Research and Development.

## General Industrial

The General Industrial classification provides land (See Table 3) for many types of industry including basic assembly, research and development, agricultural processing, and heavy manufacturing. Although primarily concentrated near or around the railroad right-of-way, some industrial areas are proposed for strategic outlying sections of the City. Generally, the outlying areas proposed for industry serve a specialized function.



## **Research and Development**

This category provides for a variety of high technology manufacturing, distribution, and research functions as well as office activities within a planned development intended to create a campus atmosphere with substantial landscaping. Table 3 designates the acreage under this category in the planning area.

## **URBAN RESERVE**

This designation of the General Plan is intended to be used as an interim designation prior to the conversion from its current designation to some other land use determined appropriate by the City. The conversion should only be allowed after a specific plan has been developed by the City. The specific plan process will be initiated at a time determined appropriate by the City Council. This program will provide the following:

- An indication to the property owners that the area is appropriate for conversion from agriculture or similar use to an urban usage.
- An opportunity for the City Council to establish the rate of conversion and determine the uses that would be most appropriate for the area.
- An opportunity for the City to examine the infrastructure necessary to service such conversion and to indicate the shortcomings of the project and the necessary improvements required before the project can become a reality.

## **PUBLIC USES**

This segment of the Land use Element discusses the sundry classifications of public uses and the principles, standards, and proposals which relate to them. The uses include parks, schools, libraries, police facilities and fire facilities.

## **PRINCIPLES**

In order to assist in the implementation of the Land Use Element, the following general principles are established for public uses:

- Locate facilities where they provide maximum service with the greatest efficiency.
- Utilize public funds with care to assure the maximum service for the tax dollar.
- Welcome cooperation from the private sector in all community enterprises.
- Whenever possible and feasible, attempt to secure State and Federal assistance in the development of public uses.



# **SCHOOLS**

The relationship between schools and land use, particularly residential patterns, are directly associated. The need for future school facilities is primarily based on population projections. The planning and location of school sites requires cooperation and coordination between the school district and the City. The responsibility for providing school facilities is that of the various school districts which have jurisdiction in the Camarillo area. Therefore, this section discussed the subject of schools on a general basis, knowing that principles, standards and proposals may differ from district to district.

## **OBJECTIVE**

The objective for public education in the City of Camarillo is:

To support the local school districts by making studies to determine the most appropriate location and distribution of school facilities to serve the educational needs for the citizens of Camarillo.

## **PRINCIPLES**

In order to implement the above objective, the following principles are established for public education facilities:

- Endorse the development of well-rounded educational programs and opportunities for all citizens in the community.
- Protect school plant investments by preserving the character and quality of residential development which surround school facilities and by prohibiting objectionable uses from encroaching into immediate service areas.
- Assist in the coordination of school and park authorities to develop education/recreational complexes throughout the community, thereby providing mutual benefit of service, safety, convenience, efficiency, and economy.
- Promote the safety of children by requiring safe sidewalks, bikeways, and crossings in areas adjoining and leading to school sites.
- Coordinate with school authorities to make schools, by their design and location, contribute to the identities of the communities which they serve.

## **STANDARDS**

### **Elementary Schools**

An elementary school (K-6) should be located on an approximate 10-acre site, central to the residential area it is to serve. The service radius should, ideally, be one-half mile. Thus the school

would be within easy walking distance of elementary school children.

Elementary schools should accommodate between 500 and 600 students and should be served by and have access from local streets within the residential neighborhood.

Pedestrian access should be encouraged to optimize convenience and safety.

## **Intermediate Schools**

Intermediate schools (7-8 grades) should be located on approximately 15-20 acre sites, as centrally as possible within the areas they are to serve.

Intermediate schools should be designed to accommodate between 800 and 1,000 students. The large area served requires that access be planned from a secondary arterial.

Wherever possible, intermediate schools should be located adjacent to public recreation facilities so that the joint use of both facilities will be possible by the schools and the recreation and park district.

## **High Schools**

High schools (9-12 grades) should be located on an approximately 40 to 50-acre site as central as possible to the residential area it is to serve.

High schools should be able to accommodate between 1,500 and 2,500 students.

This plan recognizes all existing public school facilities within the Camarillo Sphere of Influence. Table 4 provides a composite list of those public schools.

**Table 5**  
**Public School Facilities**

<u>NAME</u>	<u>LOCATION</u>	<u>SITE (acres)</u>	<u>DISTRICT</u>
<u>ELEMENTARY</u>			
Camarillo Heights El Descanso/ Bedford Open	35 Catalina	8.53	PVSD
El Rancho	1099 N. Bedford Dr.	9.12	PVSD
Dos Caminos	550 Temple Avenue	8.81	PVSD
Las Posas	3635 Appian Way	9.01	PVSD
Los Nogales	75 Calle La Guerra	9.06	PVSD
Los Primeros	1555 Kendall Avenue	9.67	PVSD
Structured (K-8)	2222 Ventura Blvd.	8.47	PVSD
Valle Lindo	777 Aileen Street	8.93	PVSD
Las Colinas (K-6)	5750 Fieldcrest Dr.	12.80	PVSD
Santa Rosa (K-6)	13282 Santa Rosa Rd.	<u>7.79</u>	PVSD
	TOTAL	92.19	
<u>INTERMEDIATE</u>			
Monte Vista (7-8)	888 N. Lantana St.	19.06	PVSD
Los Altos (7-8)	700 Temple Avenue	<u>19.99</u>	PVSD
	TOTAL	39.05	
<u>HIGH SCHOOL</u>			
Adolfo Camarillo High School (9-12)	4660 Mission Oaks Boulevard	44.56	OUHSD
Rio Mesa High (9-12)	545 Central Avenue Oxnard (not within Camarillo)		OUHSD
Frontier High (9-12) (Continuation School)	275 Pleasant Valley Rd. (Camarillo Airport)	<u>3.29</u>	OUHSD
	TOTAL	47.85	
<u>SPECIAL EDUCATION</u>			
Dorothy Boswell (for severely handicapped) and Regional Occupation Program	275 Pleasant Valley Rd. (Camarillo Airport)	<u>16.00</u>	Ventura Co. Unified SD
TOTAL ALL PUBLIC SCHOOLS		195.09	

PVSD - Pleasant Valley School District  
OUHSD - Oxnard Union High School District



## Table 6

### Proposed Public School Facilities

Based on the projected population increase, the following public school facilities are proposed by this Plan:

PROPOSED SCHOOLS CLASSIFICATION AND NAME	APPROXIMATE LOCATION	APPROXIMATE SIZE
Elementary, Mission Oaks	Paseo del Campo and Woodcreek Road	6.0 Ac.

## **Higher Education**

No public institution of higher education exists in the Camarillo Sphere of Influence. The area is currently within the Ventura County Community College District and is served by Ventura Community College, Moorpark Community College, and Oxnard Community College.

Saint John's Seminary/College and West Coast University are located within the City. California Lutheran University and other higher education facilities are within the nearby areas.

The state has selected a site for a state university to the west of the City, north of Central Avenue, west of Beardsley Road in the county. The City supports a university and the assets such a facility will provide to the City. The City also recognizes the importance to preserve the area around the university in agricultural uses which should be supported by agreements between the City, County, City of Oxnard and the university. The university should be self-contained to remove the pressure on adjoining areas for conversion.

## **Libraries**

Ventura County currently administers and operates one library in Camarillo located immediately adjacent to the Pleasant Valley Park recreational facility on Ponderosa Drive. The County has no immediate plans for additional facilities for Camarillo although discussions have taken place for expansion of the existing facility.

## **Police Facilities**

The current police facilities are located in the former Camarillo City Hall on Palm Drive. A larger facility was recently acquired to address the need for adequate space and for on-site support facilities. The new facility is located north of Las Posas Road, west of Antonio, and east of Ponderosa which is in the northern center part of the City.

## **Fire Stations and Paramedics**

Four fire stations currently serve the needs of Camarillo. They are located: on Ventura Boulevard just west of Lewis Road, which is planned to be relocated north of Ventura Freeway on Pickwick, west of Arneill Road; on Valley Vista Drive north of Las Posas Road; at the Camarillo Airport, which is the location of the District Office; and a facility in eastern Camarillo on Santa Rosa Road and Woodcreek Road. Presently, paramedic services is provided by private enterprise with locations in western and eastern Camarillo. This service would be monitored to insure that it meets the needs of the City.

## **QUASI-PUBLIC USES**

The quasi-public classification of the General Plan provides land areas for those uses which are private in nature, but will serve

the public needs. This includes such uses as hospitals, private educational institution, religious institutions and other similar uses.

## **Hospitals**

St. John's Pleasant Valley Hospital presently serves the needs of Camarillo and will continue to do so in the foreseeable future. If at such time an additional hospital facility is required, it is recommended that the City coordinate the planning and development of future general service hospital facilities with the Ventura County Comprehensive Health Planning Organization.

## **Private Schools**

The General Plan recognizes all existing private schools, including colleges and grade schools.

## **Religious Institutions**

Existing religious institutions are designated on the General Plan. This type of facility, with adequate buffering from adjacent uses, is compatible with the area along the perimeter of residential areas when located on arterial streets.

## **Flood Control Channels**

That the City in coordination with the Flood Control District and other agencies encourage the multi-purpose use of flood control channel rights of way for flood control, maintenance access, bicycle routes, walking, jogging, horseback riding and open space beautification. That smaller channels be enclosed whenever economically feasible in conjunction with adjacent development and as part of a long term capital improvement program. Calleguas Creek and Conejo Creek should be maintained in a natural state where possible in accordance with the design approved by the City and Ventura County Flood Control District.

## **Conservation**

That development plan approval consider energy conservation through means of care in siting of buildings and landscaping, insulation, use of design features such as overhangs, awnings and natural ventilation as well as renewable energy sources.

## **Air Quality**

Air quality continues to play an important role to the City of Camarillo and its residents. When addressing projects which exceed the threshold, every effort should be made to establish real non-banked maintainable solutions. The Open Space and Conservation Element Air Quality Section should be considered along with the Air Pollution Control District standards.



## **Centrum**

That the centrum concept continue to be maintained. The Centrum can be defined as a central or core element of a City which provides a complex of multi-functional public, quasi-public and commercial services. Some of the advantages that a centrum offers are: convenience, cohesiveness, concentration of uses, access and centralization. The uses proposed to be part of the Centrum include a civic center, transit center, and additional recreation and education facilities. Identity and cohesiveness in the Centrum can be achieved through architectural controls, sign controls and landscaping programs.

## **Signs**

That the City's strict sign control and amortization program be continued.

## **Utility Undergrounding**

Continue the City policy of undergrounding utilities in conjunction with new development and vigorously pursue a program of undergrounding existing overhead utilities wherever possible and whenever funds are available.

## **Cultural Arts Facility**

That in consideration of the various land use proposals throughout the City of Camarillo, the City consider the establishment of a cultural arts facility to serve the performing and visual arts. This facility should be placed in a location to serve the community in general and also assist the educational programs established by the public school system. Consideration of a joint County/City project should be given in light of the fact that Camarillo is the closest to the demographic center of the County.

## **Recreation**

The City should promote cultural events to enrich the quality of life within the City. Adequate recreational facilities and space to satisfy a community-wide need should be considered and include a diverse recreational program for both passive and active recreation. The Recreation Element of the General Plan should be used as a guide when considering such facilities.

## **Specific Plan**

The land use designated on the southerly side of the Ventura Freeway, northerly of the Camarillo airport, westerly of Las Posas to Central Avenue has been provided with a specific plan. Other specific plans include the civic center, Leonard, Rancho Calleguas and Pitts Ranch Specific Plans.

Properties classified as "urban reserve" allow for consideration of specific plans as do other areas converted from agricultural use. Points of consideration during review of a specific plan should include building separation to maintain an open feeling which

presently exists, expansive setbacks, rolling landscaping and pedestrian ways in keeping with the quality and standards established by the City. Specific plans should also address phasing, implementation and design criteria.

## **Energy**

That the City review and implement an energy conservation program for the City.

That the City encourage the retrofitting of existing commercial, industrial, and residential structures to include passive and active solar features.

That the City review residential, commercial, and industrial site plans to assure that landscaping provides solar access.

## **Hillside Development**

That the City implement the adopted hillside development ordinance which regulates development within those areas having a natural slope of 20 percent or greater.

That the City identify those areas within its Sphere of Interest in excess of 20 percent slope and establish guidelines for the hillside development.

That the City coordinate with the County to assure the City's hillside development policies are respected within their Sphere of Interest.

That the hillside development ordinance address clustering, architectural features, grading, and ridgeline protection on all proposed hillside development.

## **Hazardous Materials**

The City adopted in the Safety Element Hazard Waste Management Programs and the Commercial Industrial Performance Standards in the Zoning Ordinance for reviewing hazardous materials to address their uses, storage, disposal and recycling.

The City should review developments for compatibility between zones to incorporate appropriate measures to avoid impacts of hazardous materials from one use to another.

## **Open Space**

Camarillo is surrounded by open space areas including agricultural lands, hillsides, and waterways. Open space is discussed in the Open Space Element of the General Plan and includes various policies and standards. The community goals call for an open space separation between Camarillo and adjoining communities to be maintained through the use of agricultural lands, hillsides, and golf courses.

Open space within Camarillo is found in the form of parks, agricultural lands, vacant lands, hillside areas, golf courses and waterways. Open space within the community should be promoted through trails along waterways and appropriate buffers between land uses. The preservation of visual access from public spaces within the City to hillsides and unique features surrounding the City can serve to broaden the sense of space by creating the feeling that the open space areas are continuous.



## Section on Interpretation of the General Plan

Occasionally situations arise where it is not exactly clear where the boundary falls between two land use designations. This can be as a result of adjustments in property lines or the engineering of a specific alignment of a street or water course. Since the General Plan Land Use Element is somewhat broad due to its scale and topographical factors not expressly shown on the map, interpretations of the map are occasionally requested. When situations occur regarding administrative permit, such as a lot line adjustment where zone boundary lines are specifically established by ordinance, interpretation can be rendered by the Director of Planning and Community Development with proper notification to the Planning Commission. Where discretionary permits are involved; such as, planned development permits, land divisions, etc., the decision shall be rendered by the Planning Commission upon recommendation from the Director of Planning and Community Development. When actions involve changes of zone or subdivisions which require final action by the City Council, the City Council shall include in its review a recommendation from the Planning Commission. Where evidence does not support the request for interpretation or where the matter is greater than a review of the map, a General Plan amendment would be required to be approved for processing and considered by the City Council.

## Correlation Between the Land Use Element and the General Plan

The Land Use Element establishes the basic pattern for future development for the City of Camarillo. It in itself is not the sole determining factor in how the City is to be developed. The Land Use Element is assisted in its implementation by the other elements of the General Plan which contain a variety of principles and objectives which vary in degree from specific in nature to general in concept. The Land Use Element addresses more than just land use patterns; it also recognizes the infrastructure, community facilities and limiting factors as discussed in other elements, including the Circulation Element, Parks and Recreation Element and Conservation Element. The Land Use Element is the basis for other elements; such as, the Housing Element, which indicates areas for existing and future housing needs based upon the residential designations shown on the land use plan. The Land Use Element is also tempered by policies of other elements including the Safety Element, Noise Element and Community Design Element which establish other controlling factors in considering developments under the land use plan. Every effort is made to ensure that policies and standards are compatible between the various elements. Future amendments to the Land Use Element must recognize factors contained in the other elements before amendments are approved.









# City of Camarillo GENERAL PLAN

## V. CIRCULATION ELEMENT





# **CIRCULATION**

## **INTRODUCTION**

The primary function of the Circulation Element is to describe the circulation system, transportation modes and terminal facilities which, when combined, provide for the efficient movement of people and goods through and within the community's existing and proposed land use patterns.

The Circulation Element of the General Plan discusses the various forms of circulation, transportation and related facilities as they apply to the City of Camarillo and its environs. Included first in this discussion are broad statements, in the form of objectives and principles, which establish fundamental criteria for the development of an efficient Circulation Plan. Following the objectives and principles are the more specific proposals and recommendations for the Circulation Plan.

## **OBJECTIVE**

Develop and maintain a total circulation and transportation system that will serve the City and its environs, as efficiently and attractively as possible. The driving experience should be a pleasant one, with vistas and route design in harmony with the natural topographic characteristics of the area.

## **PRINCIPLES**

In order to implement the above objective, the following principles are established:

- o Develop a priority system of street construction on those streets which have the greatest traffic requirement and which demonstrate the greatest need.
- o Ensure the construction of a variety of street types, each designed to serve a specific circulation function and to provide for adequate service to the community. These routes include freeways, arterials, collectors and local streets.
- o Protect street traffic capacities by controlling points of access from adjoining land and by restricting on-street parking when and where necessary.



- o Discourage commercial, industrial, and through traffic from traveling on local residential streets. Discourage the parking of non-residential vehicles on residential streets.
- o Promote the beautification of streets and other corridors by developing and maintaining a tree planting and landscaping program that will best enhance the character of Camarillo and its environs.
- o Keep traffic on all streets in balance with the capacity of the circulation system by regulating the intensity of land use in conformance with the General Plan.
- o Coordinate the local circulation and transportation system with adjacent communities, the County, the State and other agencies, in order to maximize efficiency on all levels.
- o Continue promotion of the construction and maintenance of sidewalks in all residential areas to provide safe pedestrian circulation and facilitate use by the handicapped.
- o Provide adequate, efficient, safe and attractive pedestrian walkways and bikeways between major generators, such as schools, parks, shopping areas and transit terminals.
- o Investigate alternative modes of public transportation and develop a system of routes and terminals that will most efficiently and economically meet the needs of the city.

## **CITY 5 YEAR CIRCULATION PLAN**

<u>ARNEILL ROAD</u>	Widen to four lanes between Ventura Boulevard and Daily Drive and widen intersection with Ponderosa Drive.
<u>CRESTVIEW DR</u>	Widen to four lanes between Las Posas Road and Valley Vista.
<u>CARMEN DRIVE</u>	Widen intersection with Daily Drive and construct new freeway interchange.
<u>LAS POSAS RD</u>	Widen to four lanes between Loma Drive and East Loop Drive. Widen to six lanes from Pleasant Valley Road to Ventura Blvd and from Daily Drive to Ponderosa Drive. Widen to seven lanes between Ventura Blvd and Daily Drive.
<u>UPLAND ROAD</u>	Widen to four lanes between Hillridge Drive and Santa Rosa Road.

<u>PASEO CAMARILLO</u>	Widen to four lanes between Carmen Drive and City Hall Drive.
<u>SANTA ROSA RD</u>	Construct new interchange improvements at Ventura Freeway.
<u>FLYNN ROAD</u>	Construct new interchange with Ventura Freeway.
<u>ADOLFO ROAD</u>	Traffic signal interconnects between Lewis Road and Alta Colina.
<u>CARMEN DRIVE</u>	Traffic signal interconnects between Ventura Boulevard and Ponderosa Drive.
<u>LAS POSAS RD</u>	Traffic signal interconnects between Carmen Drive and Temple Avenue.
<u>LAS POSAS RD</u>	Traffic signal interconnects between Ventura Boulevard and Ponderosa Drive.
<u>PONDEROSA DR</u>	Traffic signal interconnects between Mobile Avenue and Las Posas Road.
<u>SANTA ROSA RD</u>	Traffic signal interconnects between Pancho Road and Upland Road.
<u>UPLAND ROAD</u>	Traffic signal interconnects between Lewis Road and Santa Rosa Road.

## **CITY 10 YEAR CIRCULATION PLAN**

<u>BEARDSLEY RD</u>	Widen to 2 lanes between Wright Road and Ramona Place.
<u>CRESTVIEW AVE</u>	Construct two lanes west of Valley Vista Drive to the City Limits.
<u>LOMA DRIVE</u>	Widen to two lanes north of Las Posas Road to the City Limits.
<u>DAILY DRIVE</u>	Widen to four lanes between Arneill Road and Mission Oaks Boulevard.
<u>EARL JOSEPH DR</u>	Extend four lanes from Bradford Avenue to Las Posas Road.
<u>SANTA ROSA RD</u>	Widen to four lanes from Adobe Way to East City Limits.

## CITY 15 YEAR CIRCULATION PLAN

<u>CARMEN DRIVE</u>	Extend four lanes from Ventura Boulevard to Pleasant Valley Road.
<u>ANACAPA DRIVE</u>	Widen two lanes north of Las Posas Road to City Limits.
<u>EAST LOOP DR</u>	Widen two lanes north of Las Posas Road to City Limits.
<u>VALLEY VISTA DR</u>	Widen two lanes at Encino Avenue between City Limits.
<u>WEST LOOP DR</u>	Widen two lanes north of Las Posas Road to City Limits.
<u>ADOLFO ROAD</u>	Extend four lanes from Conejo Creek to Camarillo Springs Road.
<u>PLEASANT VALLEY RD</u>	Widen to four lanes east of Eubanks Street to Ventura Freeway.
<u>VENTURA BLVD</u>	Widen four lanes from Carmen Drive to Fir Street.
<u>CENTRAL AVENUE</u>	Construct interchange improvements at Ventura Freeway.
<u>PONDEROSA DR</u>	Extend four lanes from Earl Joseph Drive to Del Norte Road.

TOTAL COST ESTIMATE 5-15 YEAR PLANS                      \$80,000,000

Approximately 25% of the cost is proposed to be funded by Developer Impact and Traffic Mitigation fees. The capital improvement may change with each years budget consideration, warrant review and private development programs.

## FREEWAYS

Freeways are those high-speed vehicle corridors that carry unimpeded traffic between communities and between major traffic generators, such as large commercial, industrial, recreational and residential centers.

The City of Camarillo and its environs are currently served by the Ventura Freeway/U.S. 101, which runs in an east-west direction. It is six lanes wide, three in each direction, except in the vicinity of the Conejo Grade where the southbound lanes are four wide. The Freeway is primarily at grade except for an



eight-block section which is elevated, both of which are within the city limits.

The city is working towards the improvement of it's freeway interchanges at Central Avenue, Carmen Drive, Dawson Drive and Santa Road Road. Improvement to the overcrossing and on- and off-ramps will help to increase efficiency at these important traffic nodes. The possibility of a freeway interchange or slip ramp at Flynn Road is also being studied which would improve accessibility to one of the city's major industrial areas.

## **STREETS and HIGHWAYS**

A system of streets and highways should offer its users efficiency, continuity, safety, and attractiveness. It is with these fundamental criteria that the subsequent system of streets and highways is proposed.

The system of streets and highways is divided into four basic categories. They are: Arterial (primary and secondary), Collector, Local, and Standard Industrial. Each category has specific standards and criteria through which design and route are developed. The number of lanes and average daily trips (ADT) are two variables that contribute to an understanding of a road's general traffic condition. The traffic condition is referred to as level of service (LOS). Levels of service are illustrated on the accompanying chart. The city policy is to maintain a LOS of "C" on all streets and intersections with brief periods of LOS "D" during peak am and pm traffic hours. The discussion which follows describes each category in relation to standards, design criteria, existing route and proposals. The accompanying sketch illustrates basic standards, design and dimensions for primary arterials, secondary arterials, collectors, local and industrial streets.

## Arterials

Arterial streets are intended to provide maximum movement of traffic to and from major traffic generators, such as civic center, commercial centers and industrial districts. They also collect and distribute traffic from freeways. This Plan recognizes two classes of arterial streets; primary and secondary.

Primary Arterial Streets are intended to provide for the movement of large volumes of traffic between major traffic generators. Direct vehicular access to abutting properties should be provided to and from these arterials at limited intervals, through the use of well designed, controlled, and safe intersections. Parking should be limited to emergency parking and parking during non-peak traffic hours.

The primary arterial is designed to accommodate four to six lanes of traffic with a capacity of 30,000 to 45,000 ADT. A LOS of "C" could accommodate between 24,000 and 36,000 ADT.

A median divider is required, which can provide a method to channel traffic, facilitate left turn movements, and improve the visual appearance of the arterial corridor.

The General Plan proposes that the following routes be classified as Primary Arterial Streets:

- o Las Posas Road - From the intersection of Pacific Coast Highway/State Route 1 in the southern portion of the Sphere of Influence to the intersection of the Ventura Freeway/U.S. 101.
- o Lewis/Somis Road - From the intersection of Hueneme Road in the southern portion of the Sphere of Influence to the intersection of Los Angeles Avenue/State Route 118.
- o Pleasant Valley Road - From the intersection of Revolon Wash in the western portion of the Sphere of Influence to the intersection of the Ventura Freeway/U.S. 101.
- o Santa Rosa Road - From the intersection of Ventura Freeway/U.S. 101 to the eastern boundary of the Sphere of Influence.

## Level of Service Definitions

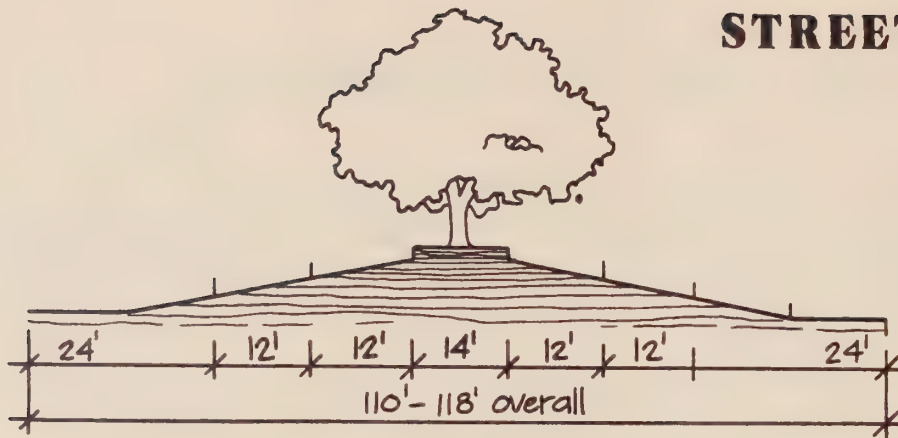
Level of Service	V/C* Ratio	INTERSECTIONS	Arterials, ADT**		
			2-Lane	4-Lane	6-Lane
A	0.00-0.60	<u>EXCELLENT</u> . No vehicle waits longer than one red light and no approach phase is fully used.	5,000	18,000	28,000
B	0.61-0.70	<u>VERY GOOD</u> . An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	8,000	21,000	32,000
C	0.71-0.80	<u>GOOD</u> . Occasionally drivers may have to wait through more than one right light; backups may develop behind turning vehicles.	10,000	24,000	36,000
D	0.81-0.90	<u>FAIR</u> . Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	12,000	27,000	40,000
E	0.91-1.00	<u>POOR</u> . Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	13,000	30,000	45,000
F	Greater than 1.00	<u>FAILURE</u> . Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	NOT MEANINGFUL		

\*Volume/Capacity

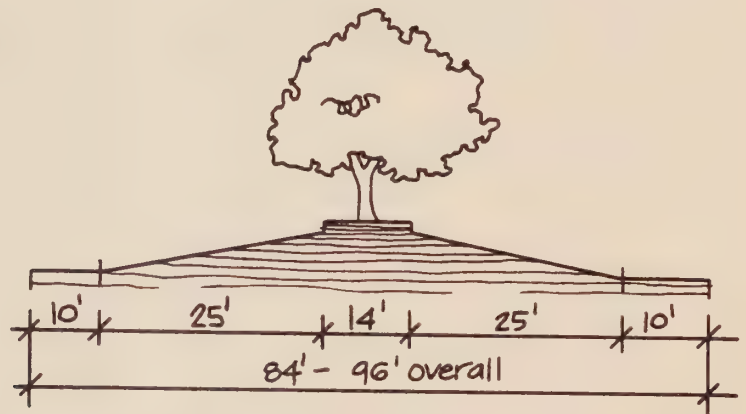
\*\*Average Daily Traffic, "rule of thumb" only. These figures are affected by intersection (number and configuration), Degree of access control, roadway, grades, design, geometrics, truck traffic, etc.



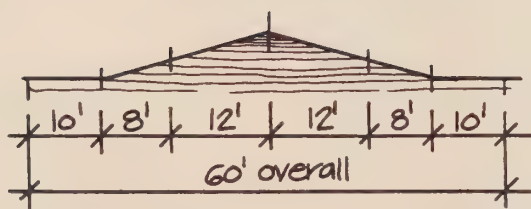
## STREET STANDARDS



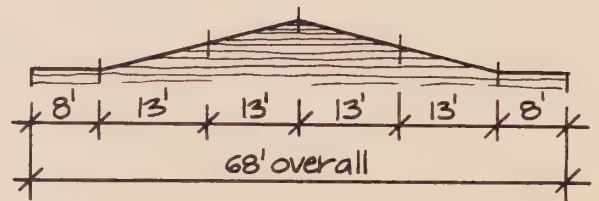
**primary arterial**



**secondary arterial**



**collector and local**



**industrial**

Secondary Arterial Streets make up the bulk of the urban arterial circulation network within the City of Camarillo and its environs. Secondary arterials, therefore, are the foundation of an efficient, attractive, and safe circulation system. A masterplan for a major portion of the city's street medians and parkways has been adopted and implementation has begun which will help create a unique streetscape theme for major streets and intersections of the city.

Secondary arterial streets provide for the movement of vehicles to and from collectors streets, primary arterial streets, and freeways. They usually have four lanes (two lanes in each direction) and a landscaped median divider (see accompanying sketch).

The secondary arterial can accommodate approximately 24,000 ADT at a LOS of "C," capacity is approximately 30,000 ADT at level of service "E."

The following routes are designated as secondary arterial streets:

- o Adolfo Road - From the intersection of Ponderosa Drive to the proposed intersection of the Ventura Freeway/U.S. 101.
- o Arneill Road - From the intersection of Las Posas Road to the intersection of Ventura Boulevard.
- o Carmen Drive - From Las Posas Road to Pleasant Valley Road (with the southerly segment not yet completed).
- o Central Avenue - From the intersection of U.S. 101 easterly to Las Posas.
- o Daily Drive - From the intersection of Las Posas Road to the intersection of Lewis Road.
- o East Fifth Street/State Highway 34 - From the intersection of Revolon Wash in the western portion of the Sphere of Influence to the intersection of Pleasant Valley Road, east of Carmen Drive.
- o Las Posas Road - From the intersection of the Ventura Freeway/U.S. 101 to the intersection of Upland Road. The portion of Las Posas Road between Temple Avenue and Carmen Drive is currently designated a "parade route" and will have only painted median design to allow for full use of the roadway. If an alternate parade route is selected, raised medians could be installed.
- o Mission Oaks Boulevard - From the intersection of Lewis Road to the intersection of Upland Road.

- o Mission Oaks Boulevard - From the intersection of Lewis Road to the intersection of Upland Road.
- o Ponderosa Drive North - From the intersection of N/S Las Posas Road to the proposed intersection of Los Angeles Avenue/ State Route 118, south of Bradley Road. Ponderosa Road is not to be extended north of Antonio Avenue until such time that a change in land use takes place or a need is demonstrated.
- o Ponderosa Drive - From the intersection of N/S Las Posas to the proposed intersection with Central Avenue. The precise design and route would be established under the specific plan review process.
- o Ridgeview Street - From Camarillo Springs Road to the proposed intersection with Adohr Lane.
- o Rosewood Avenue - From the intersection of Las Posas Road to the intersection of Daily Drive.
- o Temple Avenue - From the intersection of Las Posas Road to the intersection of Lewis Road.
- o Upland Road - From the intersection of Lewis Road to the intersection of Santa Rosa Road.
- o Ventura Boulevard - From the intersection of Central Avenue to the intersection of Lewis Road.
- o Wood Road - From the intersection of Central Avenue to the proposed connection with Pleasant Valley Road.
- o Woodcreek Road - From the intersection of Upland Road to the intersection of Santa Rosa Road.

## Collectors

The collector street system is intended as the intermediate route to handle traffic between local streets and arterial streets. This system includes those streets which provide for traffic movements within a relatively small area such as a residential neighborhood. Traffic using the collector street should have either an origin or destination within the local area.

Collector streets have a capacity of approximately 13,000 ADT at a LOS of "E" and can accommodate approximately 10,000 ADT at LOS of "C."

The following routes are designated as collector streets:

- o Alta Colina Road - From the intersection of Santa Rosa Road to the intersection of Adolfo Road.
- o Beardsley Road - From the intersection of Ramona Drive to Central Avenue.



- o Las Posas Estates Loop Collector Network - Including Avocado Place, Ramona Drive, Fairway Court, Fairway Drive, Valley Vista Drive, Calle Aurora and Camino Concordia. Crestview Avenue is proposed to be extended eastward to Central Avenue with its interconnection to Ponderosa Drive also being proposed.
- o Camarillo Heights Loop Collector Network - Including Mission Drive, Loop Drive North, Loop Drive East, Loop Drive West, and Loma Drive north of Las Posas Road.
- o Center School Road - From the intersection of Fairway Drive to the intersection of Los Angeles Avenue/State Route 118.
- o Daily Drive - From the intersection of Las Posas Road westerly to the proposed intersection with Ponderosa Drive at location to be determined by the city.
- o Dunnigan Street - From the intersection of Arneill Road to the intersection of Modesto Avenue at Carmen Drive.
- o Lantana Street - From the intersection of Las Posas Road to the intersection of Daily Drive.
- o Loma Drive/Dwight Avenue/Shepard Drive - From the intersection of Las Posas Road to the intersection of Ponderosa Drive.
- o Mobil Avenue - From the intersection of Rocklyn Avenue to the intersection of Daily Drive.
- o Oak Canyon Road - From the intersection of Mission Oaks Boulevard to the intersection of Santa Rosa Road.
- o Pickwick Street/Hartnell Street - From the intersection of Mobil Avenue to the intersection of Temple Avenue.

## **Local Streets**

The primary functions of the local street are to provide vehicular access to abutting properties and to move small amounts of traffic in and out of specific local areas. Local streets should not carry through traffic or buses and heavy trucks, except in commercial and industrial districts.

The basic design of the local street is much the same as that of the collector street, however, instead of providing straight-line design for through traffic, the local street should, whenever possible, be designed to curve, turn, and/or cul-de-sac, thereby discouraging through traffic.

Parking is an auxiliary function of the local street. On-street parking should, however, be limited to daytime parking only. (See "Parking" proposals, which follows.)

Local streets are not individually identified in this Plan, however, all are recognized as an integral part of the circulation system.

## **Industrial Streets**

The industrial street is designed specifically to facilitate the truck traffic, which is so much a part of the industrial district. The accommodation of larger and heavier vehicles requires that lanes be wider than normal (13'0") and pavement be thicker. They are recommended as a separate classification for all existing and future industrial developments. Parking should not be permitted on industrial streets, in order to maintain adequate clearance for all truck traffic.

The following routes are designated as primary industrial streets which include all internal streets in the industrial areas unless specified otherwise:

- o Adohr Lane - From the intersection of Pancho Road to the proposed intersection at Ridgeview Drive.
- o Flynn Road - From the intersection of Mission Oaks Boulevard to the proposed intersection of Upland Road.
- o Pancho Road - From the intersection of Pleasant Valley Road to the intersection of Howard Road.

## **CORRELATION BETWEEN CIRCULATION ELEMENT and LAND USE**

The Circulation Element has been designed to address the basic traffic needs projected by the land uses as illustrated on the Land Use Element of the General Plan. It is appropriate to examine each application when it is submitted for development to ensure the amount of traffic generated can be adequately served by the streets indicated on the Circulation Element. Developers are responsible for providing improvements immediately adjacent to their areas which are under development and also for providing a fair share cost for improvements when their project impacts on other elements of the circulation system within the city. During the evaluation of each land use in respect to the Circulation Element, the city shall take into consideration the actual design of the project to consider the location of driveways for ingress and egress, the need for decel or acceleration lanes, or the need to provide additional right-turn lanes to serve and assist in handling the general flow of traffic both in and adjacent to the proposed project. It is not uncommon to limit the number of



driveway locations or placements to ensure that the traffic flow generated by the project will not interfere with that of the existing street system as set forth under the Circulation Element.

When considering a land use change for a particular area under the Land Use Element of the General Plan, it is also necessary to reassess the Circulation Element to make sure that the various classifications or intensities of development can be adequately served by the various arterials or street systems planned for the immediate area. In addition, the residual impact of that project on the remaining system under the Circulation Element of the city should be examined. To assist in implementing the correlation between the Land Use Element and the Circulation Element, the following policies shall be implemented and used in evaluating each project:

1. At time of submittal of application for development, a traffic analysis shall be prepared.
2. A project shall be responsible for providing improvements immediately adjacent to and between the limits of the project and also for a proportionate share of improvements at other intersections that may be impacted by the project.
3. On-site circulation and service areas shall be examined to ensure that traffic will flow in a reasonable manner and not interfere with normal traffic movement adjacent to the project or on the subject site.
4. Areas covered by a specific plan should incorporate the circulation standards and criteria which were developed as part of the plan or as a result of environmental review.

## **PUBLIC TRANSIT**

At the present time, the City of Camarillo operates an intra-city public transit system consisting of two buses and a backup. The City owns the buses and has a contract with a private bus company to provide drivers and maintenance. The scheduled intra-city transit system is based on a fixed schedule and fixed route.

The City supports an intra-city bus system and participates with other agencies in coordination as well as financial aid. The inter-city transportation system connects Camarillo with surrounding cities and thereby provides access to major employment, commercial, governmental and recreation centers.

There is private taxi service available in the area as well as special seniors and handicapped services.



There is an airport bus which carries passengers to and from Los Angeles International.

A mass transit terminal site has been suggested for the 'centrum' area. This proposed facility would serve the City as the primary transportation and circulation node for all forms of transportation. In addition where appropriate, new commercial and industrial centers are being required to provide bus turnouts and shelters in an effort to enhance and increase use of the city bus system.

## **AIR TRANSPORTATION**

The nearest commercial airport facility is the Ventura County Airport at Oxnard. This facility is oriented primarily toward general aviation. Additional airport facilities which serve Camarillo include: Los Angeles International Airport, Hollywood/Burbank Airport, Santa Barbara Airport, and many small airfields located throughout the Ventura/Los Angeles region.

The Camarillo Airport is designated as a general aviation field for use by private aircraft along with charter, agricultural and government flying activities. An airport master plan was completed in 1984. It provides control measures for achieving compatible land uses in and around the Camarillo Airport. At this time no incompatible land uses exist in or around the airport nor any incompatible land uses planned. Monitoring programs to ensure compatibility between the airport and it's surrounding uses include community participation programs, noise abatement programs, aircraft operator training programs, and noise monitoring programs. An aircraft control tower has been installed in order to monitor flight patterns and to assist in safe flying activities.

## **RAIL TRANSPORTATION**

The Southern Pacific Railroad traverses the City of Camarillo. No passenger service exists in Camarillo, however, there is a passenger terminal in Oxnard. Freight service is provided to the agricultural and industrial centers in the area.

It is possible that in the future there may be opportunities to utilize the railroad right-of-way for mass transit facilities. An additional mass transit terminal has been proposed for an area adjacent to the railroad right-of-way.

## **BIKEWAYS**

In Camarillo, bicycles are mainly used for recreational pursuits and to a lesser extent as a secondary means of transportation.

The Circulation Element proposes bikeways to serve as linkage systems between schools, recreation and commercial areas. Considerable research and analysis has been conducted in order to design a plan which would be consistent with the community design element and provide adequate safety measures to protect bicycle riders. In determining routes three goals were used as criteria for the design of the bicycle plan:

1. Improve bicycle safety.
2. Make bikeways attractive to users.
3. Design a feasible implementation plan.

Based upon these considerations and existing facilities, the bicycle plan was developed. The plan adopted in 1989 as an amendment to the Circulation Element incorporates a mixture of bicycle paths, bicycle lanes, and bicycle routes covering about 41 miles within the city.

Bike route designations may be amended by resolution of action by the City Council based upon service levels, demand, and other criteria deemed to be appropriate by the City Council.

**Bicycle Routes** - Bicycle routes are those in which bicycles share the roadway with automobiles or the sidewalk with pedestrians. There is no separation of bicycles by pavement marking or physical barrier. These routes are designated on residential streets for travel between bicycle traffic generators and comprise about 60% of the system.

**Bicycle Lanes** - Bicycle lanes are separated from general traffic by pavement markings within the roadway. Bicycle lanes are 5 to 6 feet in width and account for approximately 30% of the system.

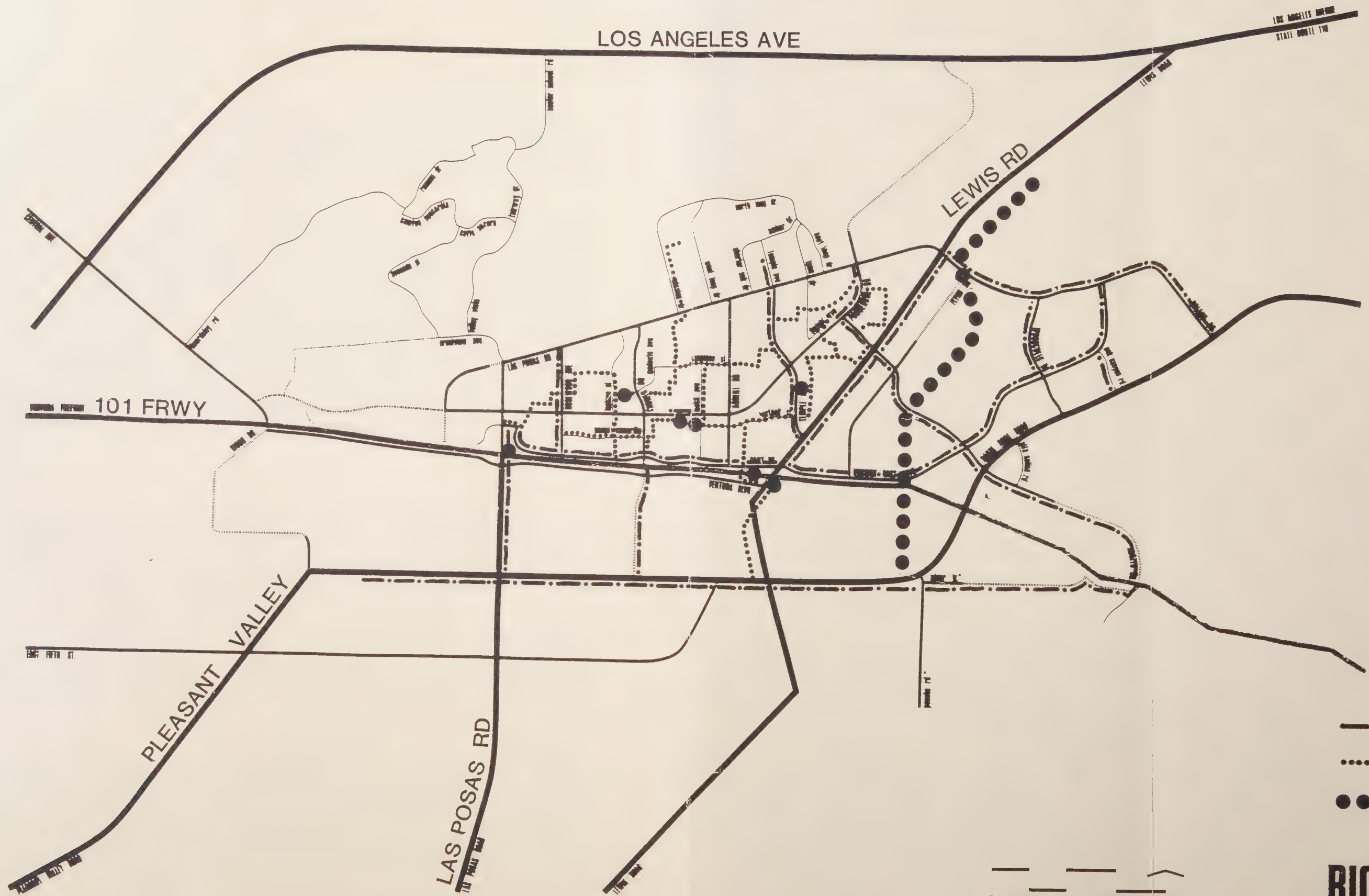
**Bicycle Paths** - Bicycle paths are physically separate roadways for the exclusive use of bicycles. They are recommended only for the following: bridges crossing railroads or freeways; on park and school properties; as a way to provide shortcuts between places; and in areas where separate bicycle paths have been committed for development in adopted plans. Bicycle paths make up the balance or about 10% of the system.

In order to finance the city bicycle plan, the following policies are recommended:

1. That the city require developer contributions through EIR or subdivision map act procedures.
2. That the city continue to apply for funds for development of bicycle facilities through SB-821 (Gasoline tax funds).
3. That the city apply for Federal Highway Administration funds where bicycle facilities can be considered an integral part of general highway improvement on the Federal Aide Highway System.

4. That the city investigate California Department of Transportation discretionary funds for use in financing bicycle facilities.





**BICYCLE PLAN**  
CITY OF CAMARILLO DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT



## **WALKWAYS**

Walking is being enjoyed by growing numbers of people everyday. The primary reasons for walking include: health, exercise, pleasure, and as the most basic mode of transportation. The growing use of pedestrian corridors illustrates the need for safe, adequate and attractive sidewalks.

It is therefore recommended, as part of this Plan, that a complete system of pedestrian walkways be established in all neighborhoods. Walkways should be of sufficient dimension to allow, at the minimum, two persons to walk side by side and to accommodate the handicapped. Lighting should be required and be designed to enhance the visual quality of the area. Rest stops should be designed into the system, at points of interest (shopping areas, vistas, et cetera) and in the hilly areas of Camarillo. Furthermore, protection in the form of police patrolling should be encouraged. Special study should be given to the hill areas of the community to determine the need and design of walkways. (For additional information, see the Community Design Element.)

## **PARKING**

Parking is included in the Circulation Element only as a supportive component of a total circulation and transportation network. Parking cannot be considered a primary function of streets of any type. Therefore, on-street parking should be regulated on the basis of existing land use, right-of-way, and traffic flow, to address a few.

Those streets, particularly in the industrial and commercial areas which presently permit on-street parking, should be studied to determine the feasibility of eliminating on-street parking in favor of off-street parking facilities. Ventura Boulevard, between Lewis Road and Carmen Drive, is an example of just such a street.

The city requires that all new development and redevelopment provide adequate off-street parking facilities in order to reduce the need for on-street parking. Additionally, landscaping of all such parking facilities is required consistent with the standards of the Community Design Element. The City should investigate the possibility of building parking structures at strategic locations throughout the City. For example, the civic center would be an ideal site for a 'centrum' parking structure. (See Community Design Element.)



## GOALS

1. Provide for the upgrading of local streets and highways in order to maintain acceptable levels of service.
2. Continue to ensure that new development contributes funds for improvements and additions to local streets and highways.
3. Encourage ways to reduce vehicle miles traveled and disperse peak traffic in order to reduce impacts on existing transportation facilities.
4. Encourage use of the city transit and inter-city transit lines by improving efficiency, convenience and safety for riders.
5. Incorporate transportation control measures where practical to help reduce trips generated through ridesharing, bikeways, pedestrian ways and land use planning.
6. The city, in considering any development application, shall analyze the circulation patterns within the area. Considerations shall include providing access between developments in both incorporated and unincorporated areas. The impacts of such connection or road extension shall be evaluated at time of consideration.

## **PUBLIC UTILITIES**

### Water

The City of Camarillo's water supply is obtained from both groundwater sources and imported water sources. Two major water purveyors for the City of Camarillo are the City of Camarillo Water Department and the Camrosa Water District. These two agencies supply close to 20,000 acre feet of water to the city each year. The City of Camarillo Water Department receives approximately 50% of its water from groundwater sources obtained from the Fox Canyon Aquifer Zone. The city's imported water is obtained from the Metropolitan Water District of Southern California and is purveyed to the city by the Calleguas Municipal Water District which also delivers to the cities of Thousand Oaks, Simi Valley, and Oxnard. The City Water Department maintains 5 reservoirs with a total capacity of 9,375,000 gallons.

The Camrosa Water District obtains about 25% of its water from groundwater sources with 75% being imported. It operates 4 reservoirs which serve the city, having a total capacity of 7,250,000 gallons. Camrosa is presently planning an additional 4.5 million gallon tank which will help increase capacity.

Several smaller agencies also supply water to portions of the city. These agencies include the Pleasant Valley Mutual Water Company, the Crestview Mutual Water Company, the California American Water Company, and the Camarillo Airport. These smaller agencies obtain most or all of their water from either groundwater sources or surface water diversion sources (see Water District Boundaries Map).

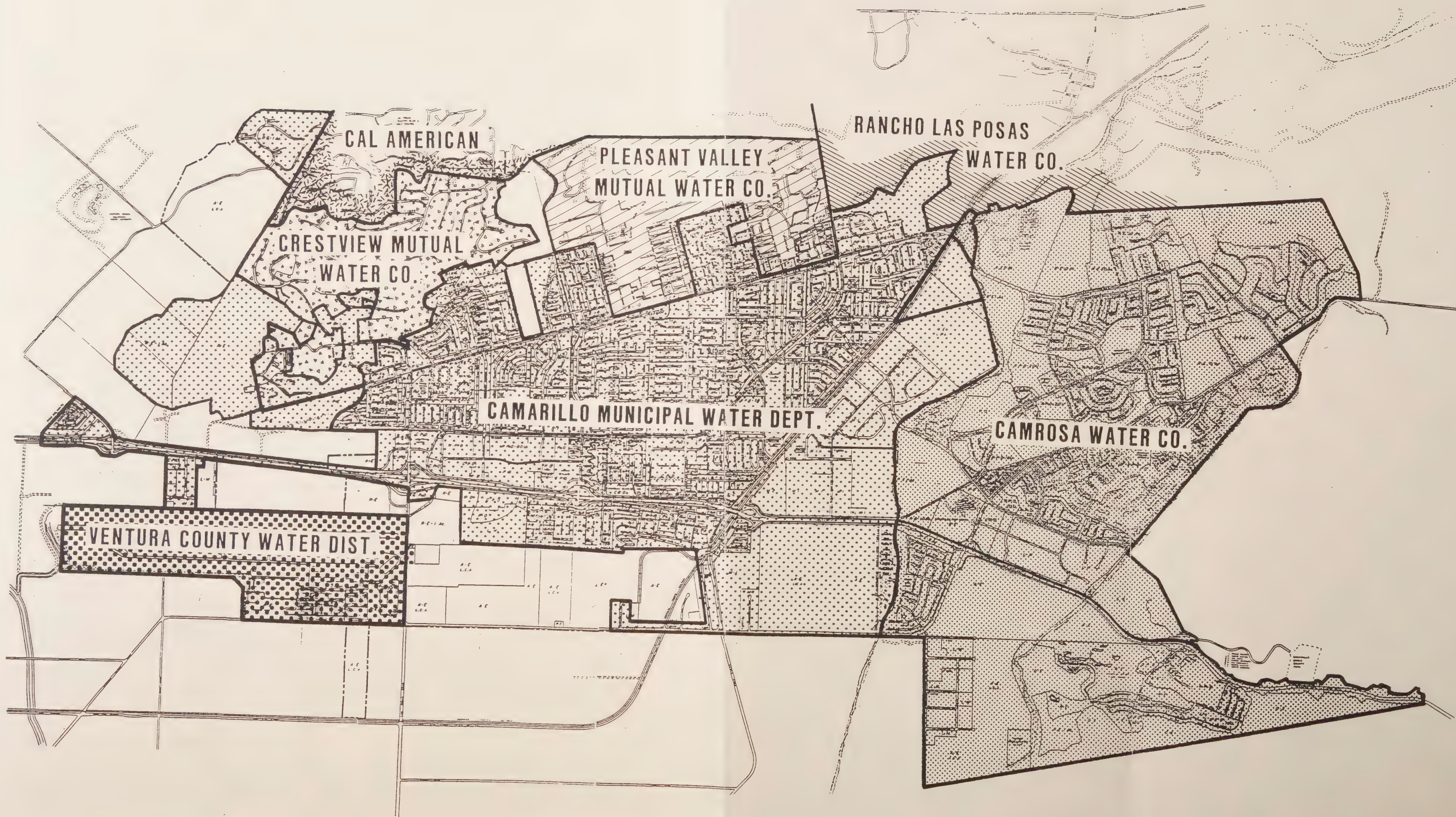












**WATER DISTRICT BOUNDARIES**





The annual average per capita water use rate for the City of Camarillo in 1988 was .26 acre feet which is approximately 84,700 gallons per person per year. The per capita rate not only includes water use by residents in their homes but a proportionate share of water consumed by industries, businesses, and public agencies which indirectly benefit those residents. The city's future water needs will rely heavily upon imported state water from the Calleguas Municipal Water District as increases in groundwater sources are expected to be limited. The Metropolitan Water District indicates that sufficient water exists to meet all domestic water demands for the area in the foreseeable future.

#### Waste Treatment Facilities

The City of Camarillo is served by the Camarillo Sanitary District and the Camrosa wastewater treatment plant. The Camarillo Sanitary District water reclamation plant has a designed capacity of 6,000,000 gallons per day. It is a secondary treatment facility where sludge is anaerobically digested and dewatered in drying beds. Dried sludge, grit, and screens are hauled to the Oxnard Coastal Sanitary Landfill. The treatment plant presently generates approximately 1,500 tons of sludge and 1,000 tons of grit/screenings annually as of 1989. Presently, the sanitary treatment facility has a limited capacity and is undergoing review for modification and improvement to increase capacity. In addition the main feeder line is planned to be upgraded along with the force mains and lift stations which will increase capacity and efficiency to accommodate future growth within the city.

The Camarillo Sanitary District was one of the first facilities in the county to provide reclaimed water for agricultural irrigation. Approximately 40% of the Camarillo Sanitation District effluent is used for agricultural irrigation.

The Camrosa wastewater treatment plant is operated by the Ventura Regional Sanitation District and is located near Camarillo State Hospital about a half mile east of Calleguas Creek. The designed capacity of the secondary treatment plant is 1,500,000 gallons per day. The sludge at that treatment plant is also treated by anaerobic digestion and the dried sludge and grit are disposed of at the Oxnard Coastal Landfill. Presently, the plant operates at about 73% capacity.

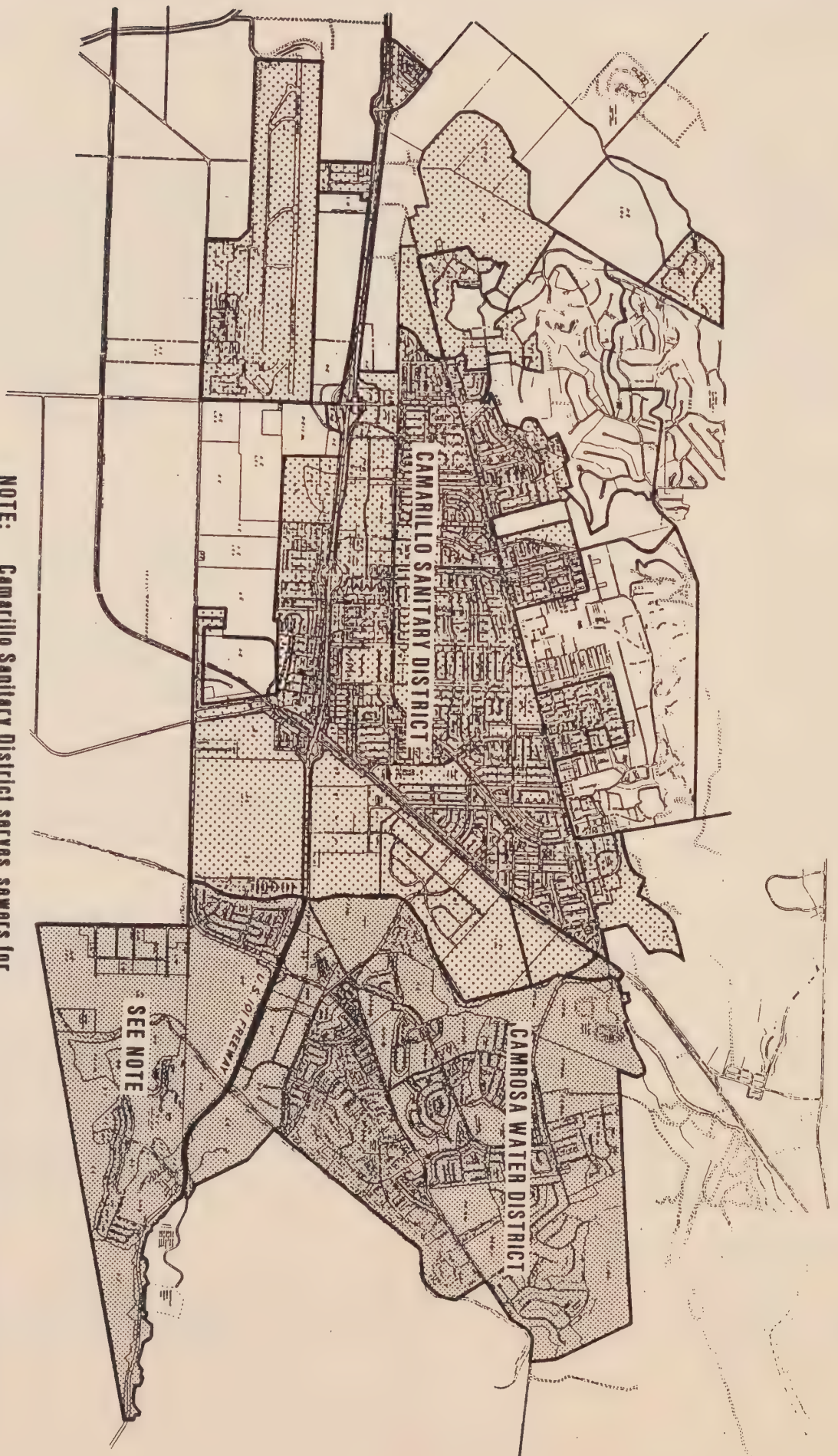
#### Solid Waste Disposal

The city's waste disposal service is provided by private contract and waste is transported to the Simi Landfill site and the Bailard Landfill site.



**NOTE:** Camarillo Sanitary District serves sewers for  
Camrosa Water District area south of 101 freeway

**SANITATION DISTRICT BOUNDARIES**





### Law Enforcement

The City of Camarillo provides its police protection through contract with the Ventura County Sheriff's Department. The contract which began in 1965 provides a full range of law enforcement services for the city. The Camarillo station is located in a 5,000 square foot building and plans are being considered for construction of a new facility to accommodate future law enforcement needs.

### Fire Protection

The Ventura County Fire Protection District provides fire protection, fire suppression, rescue, and emergency-related services for the City of Camarillo. The Fire Protection District has three stations located within the city and has two additional stations in the nearby unincorporated areas which help to serve the needs of the Camarillo planning area.

### Schools

The Pleasant Valley Elementary School District serves the city as well as the unincorporated Camarillo Heights and Las Posas Estates area and Santa Rosa Valley. In 1989, the school district was budgeted for a total average daily attendance of 6,105 students. Elementary schools within the district include Bedford Open School (K-6), Camarillo Heights (K-6), Dos Caminos (K-6), Dos Caminos Fundamental (K-6), El Descanso (K-6), El Rancho (K-6), Las Colinas (K-8), Las Posas (K-6), Los Nogales (K-6), Los Primeros (K-8), Santa Rosa (K-6), and Valle Lindo (K-6). Intermediate schools include Los Altos (7-8) and Monte Vista (7-8). The school district is presently experiencing conditions of overcrowding and is planning a new elementary school facility in the eastern Camarillo area.

The Oxnard Union High School District provides high school facilities for the City of Camarillo. The city is served by two high schools, Adolfo Camarillo High School (9 - 12) and Rio Mesa High School (9 - 12). The Oxnard Union High School District is planning a third high school in Camarillo to accommodate future growth.

### Other Public Utilities

The City of Camarillo is served by the Southern California Edison Company which operates two plants along the coastal area of the City of Oxnard. One distribution substation serves the Camarillo area and is located on Adolfo Road, west of Santa Rosa Road in the City of Camarillo.

The city is also served by the Southern California Gas Company which has distribution lines in Las Posas Road east of Arneill Road and along Lewis Road and Mission Oaks Boulevard.

Cable television is supplied to the city by Ventura County Cablevision.

Telephone service is provided by GTE, California, Incorporated, which operates a switching station on Arneill Road.



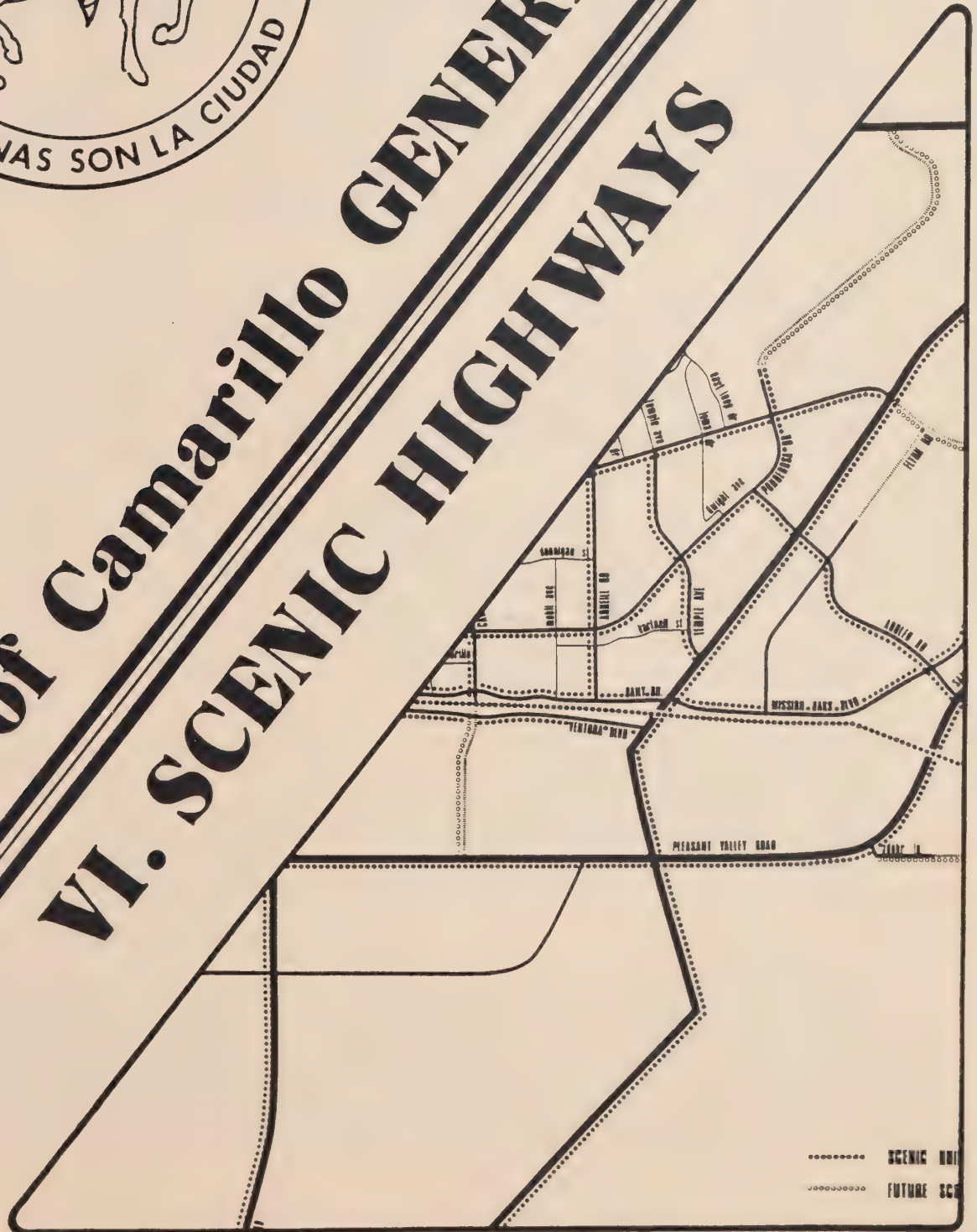






# City of Camarillo GENERAL PLAN

## VI. SCENIC HIGHWAYS







# SCENIC HIGHWAYS

## INTRODUCTION

### Background

One of the most remarkable attributes of Ventura County is the diversity of its landscapes. Within short distances a traveler may experience pounding surf, rolling grass-covered hills, or snow topped mountains. With the increase in mobility, leisure time and greater demands for recreational experiences, an increasing emphasis has been placed on the preservation of Ventura County and Camarillo's scenic qualities. The state-mandated Scenic Highways Element is one means of preserving these scenic values, particularly those associated with highways and roadways.

When a street is classified as a scenic highway, the scenic corridor is protected with various controls to ensure that the view from the road is maintained or embellished through land use controls, development standards, environmental controls, protection of viewsapes and such which may be applicable to the particular setting, the type and purpose of the highway, and the perceived or intended purpose of the traveler.

Recognizing the fact that the county's scenic qualities know no political bounds, it was apparent that if the Scenic Highways Element was to be used to effectively preserve scenic values, a regionally coordinated element should be developed. This Element is the result of a review in 1983 by the Update '83 Scenic Highways and Community Design Committee. In 1983, the committee reviewed the Scenic Highways Element which had previously been adopted in 1975.

The 1975 Scenic Highways Element was the result of a coordinated effort between various cities and the County of Ventura to provide for a unified element. The coordinated effort in 1975 was indicative of the concern for the preservation of all the county's scenic streets and highways. This concern was still felt to be valid during the 1983 review process.

### Origins of the Element

The Scenic Highways Element has its origins in a report entitled A Plan for Scenic Highways in California which was adopted by the State Legislature in 1963. Senate Bills 1467 and 1468 were subsequently passed, formally creating the State Scenic Highway system. This legislation outlined the state's interest in preserving scenic values along highways, created the Master Plan

of Scenic Highways, and established the mechanism for officially designating state scenic highways.

Perhaps in response to the lagging interest in the state's scenic highway program, the Legislature, in 1969, mandated a Scenic Highways Element in all general plans. It was not until 1972, however, that a deadline of September 20, 1974, was established for the adoption of the Element.

Presently in Ventura County the state scenic highway system includes:

Route 1 from the Los Angeles / Ventura County line to Route 101 near El Rio. (The route extends southerly into Los Angeles County to Route 187 near Santa Monica.)

Route 33 from Route 101 near Ventura to Route 150 and from Route 150 to Route 166 in the Cuyama Valley.

Route 101 from Route 1 near El Rio to Route 46 near Paso Robles.

Route 118 from Route 23 to DeSoto Avenue near Brown's Canyon.

Route 126 from Route 150 near Santa Paula to Route 5 near Castaic.

Route 150 in its entirety.

Despite the interrelationship between the mandated Scenic Highways Element and the State Scenic Highway Program, the state program is voluntary; adoption of this Element does not commit an entity to the state program. Legal interpretations of the law also indicate that only the state highways designation (those listed above) must be addressed in the Scenic Highways Element.

## **Purpose**

The purposes of this Element are:

1. Meet the requirements of state law.
2. Create a coordinated system of scenic routes that will integrate state, county, and city routes.
3. Promote common scenic highway development standards among all entities.
4. Promote a consistent approach among the various entities for the selection and preservation of scenic routes.
5. Provide an Element which will assist jurisdiction wishing to enter the State Scenic Highway System or create their own system in conjunction with neighboring jurisdictions.



6. To enhance the quality of life by providing an aesthetically pleasing atmosphere for the traveler.

## **Relationship to Other Elements**

The General Plan Elements mandated by the State Legislature were never created as parts of a larger framework, and so any interrelationship between Elements is usually accidental. The State General Plan Guidelines and Ventura County's Resources Plan and Program, however, have identified several areas where the General Plan Elements interrelate.

The control measures employed to preserve the scenic corridor of various highways can supplement the measures used to protect various resources identified in the Open Space and Conservation Element. Scenic corridors can act as open space networks and in so doing effectively link open space areas to form larger more coherent open space systems. Scenic highways can form a logical extension to an entity's Recreation Element by linking recreational areas with a form of recreation-pleasure driving. Finally, the Scenic Highways Element should relate to an entity's Circulation Element so that scenic values are an integral component of future roadways.

## **DISCUSSION/SELECTION OF SCENIC HIGHWAYS**

### **Definition of Terms**

Before continuing the discussion of scenic highways, a number of terms should be defined.

Scenic Route: A street, drive, road, highway, or freeway deemed scenic.

Scenic Corridor: That visible area outside the highway right-of-way that can generally be defined as the "view from the road." Scenic corridor boundaries may deviate substantially in width as the route progresses through an area.

View From the Road: That view by either the driver or passenger of the area visible from either side of the scenic highways, to include the view from turnouts, vistas or other special viewing areas available along the route.

State Scenic Highways: State highways listed in the State Master Plan of Scenic Highways.

Official County Scenic Highways: County roads which have been developed to the same standards as state scenic highways and which have received official designation by the state.



County Scenic Highways: Routes within the county's jurisdiction, including county roads, and state highways, which are included in the county's scenic highways systems.

City Scenic Highways: Routes within the city's jurisdiction, including city streets and state highways, which are included in the city's scenic highway system.

Scenic Highway System: An interconnected series of scenic routes usually under one jurisdiction's authority which together create a unified and independent driving experience. This may include review by more than one authority.

Scenic Corridor Study: A study by the Division of Highways which examines the scenic features of a state scenic highway prior to its formal designation as a scenic highway.

Proposed State, County, or City Scenic Highways: Routes that have been included in a scenic highway system, but which have not received official designation.

Designated State, County, or City Scenic Highways: Proposed routes receiving official designation for following the adoption and implementation of the appropriate plans and programs which have been instituted in accordance with established standards.

## **Philosophy**

Traditionally, scenic highways have been pleasure drives through the idyllic countryside. With urbanization encroaching on the countryside, the traditional notion of scenic highways is being revised. This change in thinking should be noted by each jurisdiction as it endeavors to define its philosophy towards scenic highways. Once defined, this philosophy will serve as a basis for the eventual selection of an entity's scenic highway system and the programs to implement it.

The traditional scenic highway was used primarily for recreational purposes, but with commuting being such a large part of our lives, perhaps scenic highways should be planned around commuting patterns--around fast, straight, super highways as opposed to slow, meandering country roads. If scenic highways are to be enjoyed, should they not be enjoyed by the daily masses of commuters as well as the Sunday driver or vacationer?

The viewscapes from most of our scenic highways are rural in nature despite the fact that most people live in urban environments. Probably because of the general unattractiveness of our urban areas, we often conclude that scenic highways do not legitimately belong in the cities.

This is unfortunate because there are genuinely attractive urban settings which could be rightfully included in a scenic highway system. The development of scenic corridors within urban areas is generally more difficult to achieve than in rural areas.

There are always portions of our developed areas which are positively unattractive, but they need not remain that way. Scenic highway programs are almost universally designed to preserve and protect the scenic qualities within a corridor; they seldom direct their attention to the creation or enhancement of scenic values. Instead of preserving existing scenic qualities, scenic highway programs should in effect become a coordinated series of roadside beautification projects intended to create scenic qualities.

The philosophy behind the development of a scenic highways plan and program may vary dramatically from jurisdiction to jurisdiction, but it is something which each entity should attempt to define.

## **Selection Criteria**

1. The scenic corridor through which the highway passes should have consistent scenic, historic or aesthetic value during all seasons.
2. Consideration should be given to those highways or routes which are:
  - a. State or jurisdictional entry routes.
  - b. Predominantly utilized for recreation or vacation travel.
  - c. Utilized for one-day sightseeing or study trips.
  - d. A part of an integrated, or semi-integrated scenic route system that traverses varied scenic corridors for longer trips.
  - e. Through areas of extraordinary scenic values.
  - f. Typical or demonstrative of varied scenic factors available within the jurisdiction.
3. If possible, all principal landscape and topographical type areas should be represented in the system.
4. Routes of historic significance which connect places of interest should be considered even though the route is of marginal scenic value.



5. The number of times a route has been suggested as a scenic highway in other plans and studies.
6. The degree to which a route can be integrated into a system of "loops" or continuous scenic drives.
7. Whether a route connects the scenic highway systems of adjoining jurisdiction.
8. The general attractiveness of the route, including the variety and diversity of its viewscape.
9. The extent to which the route supports other General Plan Elements or plans, such as the Open Space and Conservation, Recreation, Circulation, Bicycle, and Parks Plans with appropriate accessibility for all persons.
10. The extent to which the route traverses representative samples of the county's various environs, whether natural or man made.
11. The amount of traffic on the route.
12. The degree to which the route was thought to be a leisurely drive.
13. The attractiveness of the highway as viewed from other areas of the corridor.
14. Should amendments be made to other elements such as the Land Use or Circulation Elements in the future, the city should consider the relationship of the amendment to the scenic highways system for the possible inclusion of any new street as a scenic highway.

## **REGIONAL AND LOCAL SYSTEM**

The state's system which is incorporated in the countywide system, was developed by a citizens' advisory committee, aided by the state's selection criteria. The remaining routes in the proposed county system were selected by the Ventura County Association of Governments (VCAG) General Plan Elements Policy Advisory Committee after reviewing the previously outlined selection criteria. "Future" routes were taken from the County Circulation Element and include only those routes which were expected to be completed by 1990.

This county system, like the existing state system, is intended to represent a commonly agreed upon series of routes deserving of scenic highway status.



This element proposes that each entity adopt the portion of the county system within its sphere of influence so that the system can serve as a basis for a coordinated scenic highway program. The county system did not replace the state's system, but rather incorporated it into a more extensive regional scenic highway system. The creation of a countywide system is not intended to supersede local scenic highway systems developed by the various cities. Instead it is designed to be a framework within which local systems can be developed and coordinated.

The selection of routes for the county system should not be confused with the establishment of a scenic highway program. The state has a specific program for the routes in the State Scenic Highway System. If a local jurisdiction (either city or county) wishes to participate in this program, it must meet certain standards outlined in the state's program.

## **State and County Existing and Proposed Scenic Highway Routes**

State Route 118 including Los Angeles Avenue from State Route 126 in the community of Saticoy eastward to the Los Angeles County line in the Simi Valley.

Las Posas Road from Lewis Road in the East Oxnard Plain northward through the City of Camarillo to State Route 118 in the Las Posas Valley via Crestview Avenue, Valley Vista Drive, and Center School Road.

Lewis Road from US 101 in the City of Camarillo southward to Hueneme Road then to State Route 1 in the East Oxnard Plain.

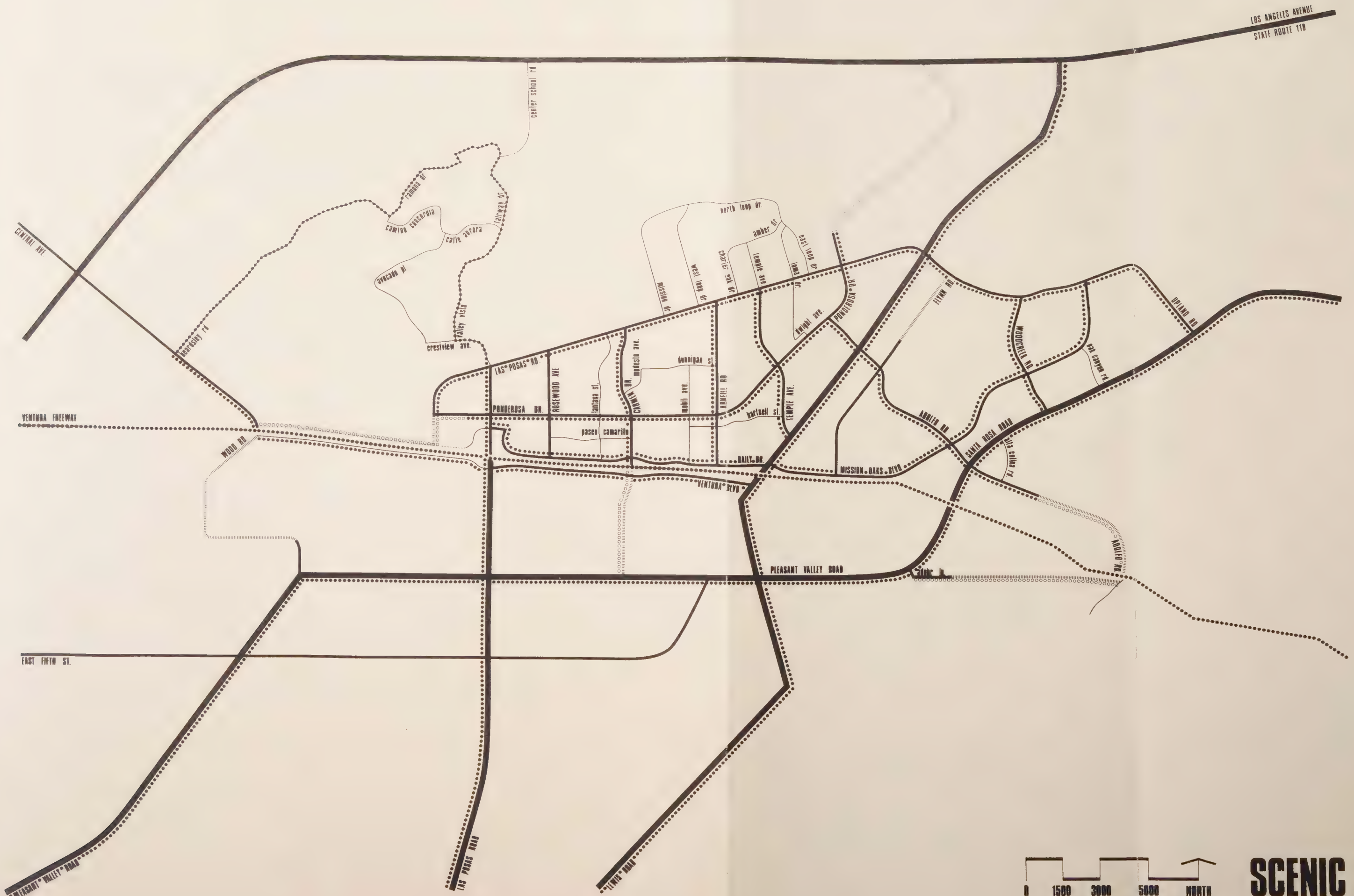
Potrero Road from Lewis Road near the Camarillo State Hospital eastward to the intersection of Westlake Boulevard and US 101 in the City of Thousand Oaks.

Santa Rosa Road from US 101 in the City of Camarillo eastward to Olsen Road then to Madera Road in the City of Simi.

## **Local Drives and Regional Highways**

Because of the irregular boundaries of most jurisdictions, a sensible local system of drives cannot be confined to an entity's present boundaries. For this reason and for basic planning reasons, local scenic drive systems should probably extend into an entity's immediate sphere of influence. In doing so, the implementation of the local system must rest with the county as well as the individual city. Because of this situation, it is proposed that the county adopt a formal policy to assist each city in the development of its own system. It is apparent, therefore, that the implementation of the regional and local systems is dependent upon the cooperation of all the entities in the county.





..... SCENIC DRIVE  
 - - - - - FUTURE SCENIC DRIVE



# SCENIC HIGHWAYS

CITY OF CAMARILLO DEPARTMENT OF PLANNING COMMUNITY DEVELOPMENT





Each entity, then, will be requested to adopt the County Scenic Highway System within its sphere of influence as well as a local system of drives within its sphere which may include regional routes.

## **Local System**

The following routes designated in the Scenic corridor System are:

1. Adohr Lane
2. Adolfo Road
3. Arneill Road
4. Beardsley Road/Ramona Drive
5. Carmen Drive-Las Posas Road to Pleasant Valley Road
6. Central Avenue
7. Crestview/Valley Vista/Fairway/Center School Road
8. Daily Drive
9. Las Posas Road
10. Las Posas extension, Freeway Frontage Road to Central Avenue, North of Freeway
11. Lewis Road
12. Mission Oaks Boulevard
13. Pleasant Valley Road
14. Ponderosa Drive
15. Santa Rosa Road
16. Temple Avenue between Las Posas Road and Lewis Road
17. Upland Road
18. Ventura Boulevard
19. Ventura Freeway
20. Woodcreek Road

## DEVELOPMENT STANDARDS

### Standards

This section will deal with the standards necessary for the development of the countywide and local scenic highway systems. To maintain the desired level of continuity between systems, this Element proposes that each jurisdiction adopt the same set of minimum standards for their own scenic drive system and the County Scenic Highways System.

These standards, shown below, are excerpted from Article 2.5 of the State's Street and Highway Code, the code pursuant to which the Scenic Highways Element is to be developed.

#### PLANNING AND DESIGN STANDARDS FOR SCENIC HIGHWAYS

261...The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including but not limited to (1) regulation of land use and intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth moving and landscaping; and, (5) the design and appearance of structures and equipment.

The above standards are those which each jurisdiction must meet if they are to receive official state designation for a route within the State Scenic Highway System. If, however, the state, a county or city is designing and constructing a route with the intention of including it in the state system, then it must meet certain design standards. This Element proposes that each jurisdiction within the county adopt the state's design standards for new highways, particularly since a number of the routes in both the countywide and local system are "future" routes to be constructed at a later date. These standards are taken from state publication, The Scenic Route, and are listed below:

#### DESIGN AND CONSTRUCTION STANDARDS

1. The establishment of general alignment and grade to fit the scenic character of the area to be traversed.
  - a. Curvilinear alignments should be stressed.
  - b. The highway profile should be rolled to fit the topography.



2. The reduction to a minimum of all roadway cut and fill scars.
  - a. Elimination of cuts of fills wherever possible. This may be accomplished through the use of tunnels and/or bridges when necessary.
  - b. Flatten or contour all grades and landscape slopes where they cannot be eliminated.
  - c. Acquisition of wider rights-of-way or scenic easements should be encouraged where (1) access control is necessary; and (2) the elimination of outdoor advertising and unsightly development through zoning should be required.
  - d. The provision of vegetation screens for the purpose of hiding objectionable views.
  - e. Selective clearings of vegetation to open up or provide views of desirable scenic qualities.
  - f. The location of and/or design of structures with an intent to achieve beauty of aesthetic qualities.
  - g. The provision of erosion control standards.
  - h. The provisions of road side parking areas and lookouts wherever scenic vistas are warranted.

## **Standards and Controls**

The Planning and Design Standards for Scenic Highways proposed earlier are extremely general and in reality can serve only as guides in the development of implementation measures.

The city must functionally define these "standards" with adoption and implementation of certain control measures. To insure some correspondence between the control measures utilized by the city and of the county, coordination between entities is essential

To assist the city in the selection of control measures which will allow it to meet the planning and design standards, a matrix has been prepared which lists the standards and various control measures which could assist the jurisdiction in meeting them. Also found on the matrix are dots which indicate which control measures are related to which standards. Accompanying each dot is a symbol indicating whether or not, or to what extent, each entity has developed and utilized a given control measure. This determination was made by each entity. Control measures which are shown as "non-existent" or "weak" on an entity's matrix should be considered for adoption.

Simply addressing these standards, however, will not result in official state designation of a state scenic highway. To receive such a designation from the state for one of its state scenic highways "four minimum requirements adopted by the Scenic Highways Advisory Committee for implementation of local scenic highway corridor plans" must be addressed by the appropriate jurisdiction. These are found on page 43 of The Scenic Route, the state's guide to scenic highway designation. These "minimum requirements", listed below, are more detailed than those discussed in the law and referred to above and in the accompanying matrix.

#### MINIMUM REQUIREMENTS

1. Adopted General Plan Map and Policy Statement: It is required that an element, relating to enhancement of environmental resources and other elements of the jurisdiction's general plan, be adopted by the Planning Commission and legislative body pursuant to state planning law.
2. Specific Development Plan of the Scenic Highway Corridor: The specific plan will satisfy requirement Number 1, provided the plan is based on comprehensive and thorough studies of the factors affecting development within the corridor.
3. Sign or Billboard Ordinance: Off-premises advertising must be prohibited within the corridor except temporary signs issued under a permit. On-site and off-site advertising should be reviewed to insure compatibility, reduce clutter, and insure the scenic quality of the roadway. The city does not allow off-site advertising signs except for subdivision directional signs.
4. Land Use Regulations: An adequate zoning ordinance with proper administrative and enforcement provisions must be maintained. Site plan (corridor), or architectural review, and performance standards procedures should remain as a part of the ordinance. Contracts under the Land Conservation Act may be considered to be acceptable for fulfilling this requirement. Design standards must be considered from the street to adjoining parcels as well as from a development onto the street. Consideration should be given to the building height, setbacks, intensity, and type of use.



# OPTIONAL CONTROL MEASURES

## Control Measures As Options

Adoption of control measures is the third step in the eventual development of a scenic highway. The first step is the selection of routes; the second is the establishment of standards; and the third is the adoption of controls to meet the standards. The fourth step, which will be discussed in the next chapter, is the preparation of a plan and program--the implementation stage.

The control measures that follow represent a range of alternative measures or concepts from which formal recommendations were drawn. These alternatives are not recommendations, but rather, options available from which the specific recommendations can be implemented.

## Plans

### A. GENERAL PLAN ELEMENTS

#### 1. The Scenic Highways Element

- a. The Scenic Highways Element shall be reviewed for progress of the established goals and shall be updated periodically.
- b. The Scenic Highways Element shall be reviewed for coordination of goals and route development with adjoining jurisdictions.
- c. Development and preservation of routes adopted in the Scenic Highways Element shall be accomplished in a timely manner.
- d. "Proposed Future" routes shall be reviewed in terms of changes in phasing or routing made in the Circulation Element.

#### 2. Land Use Element

The Land Use Element shall assist in the implementation of the Scenic Highways Elements and its Scenic Corridors.

#### 3. Open Space and Conservation Element

- a. Scenic Corridors shall be used to link large open space areas as designated by the Open Space and Conservation Element.



- b. The open space areas shown in the Open Space and Conservation Element shall be used to preserve scenic qualities established in the Scenic Highways Element.

4. Circulation Element

The Circulation Element shall reflect Scenic Routes as designated on the Scenic Highways Element, to enable consideration of higher design standards.

B. SCENIC CORRIDOR DEVELOPMENT PLAN

A scenic corridor development plan shall be prepared to assist in the implementation of the Scenic Highways Element.

# STANDARDS AND CONTROLS MATRIX

## STANDARDS

DEVELOPMENT CONTROLS		LAND USE & DENSITY	LAND AND SITE PLANS	STRUCTURE & EQUIP. DESIGN	OUTDOOR ADVERTIS- ING	GRADING & LANDSCAP- ING
<u>General Plan Elements</u>	Scenic Highways	● ▲	● △	● △	● ▲	● △
	Land Use	● ▲				
	Open Space	● ▲				
	Conservation	● ▲				● ▲
	Circulation	● ▲				
	Scenic Corridor	● △	● △	● △	● ▲	● △
<u>Zoning Laws</u>	Architectural Review		● ▲	● ▲	● ▲	● ▲
	Site Plan Review	● ▲	● ▲	● ▲	● ▲	● ▲
	Land Use Designations	● ▲	● ▲			
	Building Height	○ ▲	● ▲	● ▲		
	Building Setbacks	● ▲	● ▲	○ ▲		
	Density	● ▲	● ▲			
	Building Coverage	● ▲	● ▲			
	Lot Area	● ▲	● ▲			
	Planned Unit Develop.	● ▲	● ▲	● ▲		● ▲
	Historical Dev & Pres Sign Regulations	● △	● △	● △	● △	● △
<u>Subdivision Regulations</u>	Limiting Cut & Fill					● ▲
	Low Density/Steep Area	● ▲	● ▲			
	Limited Access		● ▲			
	Cluster Development	● ▲	● ▲			
	Easement Dedication		○ ▲			
	Road Design	● ▲	● ▲			● ▲
	Underground Utilities		● ▲	○ ▲		
	Tree Preservation		● △			● △
	Bank Seeding/Planting Screening/Landscaping	○ ▲	● ▲			● ▲
<u>Maintenance Controls</u>	Housing Code			● ▲		
	Fire Prevention		○ ▲	● ▲		
	Litter Control		○ ▲			
	Weed/Insect Control	○ ▲				
	Water Pollution Control Forestry Practices	● ▲				
<u>Public Lands and Easements</u>	Management of Land	● △	●			● △
	Land Transfer/Purchase	● △	●			
	Gifts & Dedications	● △	●			
	Tax Delinquent Property Easements	● △	● △			
	Public Works Projects	● △	● △			● △
<u>Fiscal Policy</u>	Land Conservation Act	● ▲				
	Open Space Easement	● ▲				
<u>Citizen Action</u>	Community Self-Help	●	●	○	○	○
	Corridor Advisory Comm.	● △	● △	● △	● △	● △

## LEGEND

Relationship (between design standards and development control)

- STRONG
- WEAK
- NONE

Status of Design Standards

- ▲ STANDARDS PRESENTLY EXIST
- △ STANDARDS MAY BE DEVELOPED
- STANDARDS NONEXISTENT

Example: If a standard and a development control have a strong relationship, then standards should be established. Minimum lot area, for example, and land use density have a direct relationship as noted. The Matrix also notes that the necessary standards exist.

# **Zoning Laws; Architectural Review and Site Plan Review**

## **A. ARCHITECTURAL REVIEW AND SITE PLAN REVIEW**

1. Development or construction within the Scenic Corridor shall be governed by the base zone requirements. In order for all such development or construction within the corridor to blend as naturally as possible with existing natural surroundings or development, the design and appearance of new structures and/or equipment proposed shall be compatible with and a complement to the surrounding environment.
2. All development, construction, or alteration of existing structures and/or equipment shall therefore be reviewed by the review body to ensure characteristics necessary to complement the Scenic Corridor.
3. The review body shall review applications for site plan approval and shall consider, but not be limited to, the following criteria:
  - a. All elements of the proposed development shall be consistent with the intent and all requirements of the Scenic Corridor Plan.
  - b. Buildings and structures shall be so designed and located on the site as to create a generally attractive appearance and a harmonious relationship with surrounding development and the natural environment.
  - c. Buildings, structures, and plant materials shall be constructed, installed, or planted so as not to unnecessarily obstruct scenic views visible from the scenic route.
  - d. Potentially unsightly features (i.e., parking lots, storage areas, repair and maintenance areas, et cetera) shall be located from the scenic highway or effectively screened from view by planting and/or fencing, walls, grading, or multiple use thereof.
  - e. The development shall make use of modern site planning techniques, such as, common access drives, landscaping, et cetera.
4. All applications for site plan approval shall be accompanied by such maps, drawings, and sketches as is necessary to show:
  - a. Boundaries and existing topography of the property and adjoining or nearby streets.



- b. Location and height of all existing buildings and structures, stands of trees and specimen trees, and the proposed disposition of use thereof.
  - c. Location, height, and proposed use of all proposed structures, including walls, fences and locations and extent of individual building sites.
  - d. Location and dimensions of ingress and egress points, interior roads, driveways, parking areas, and pedestrian walkways.
  - e. Location and proposed treatment of important drainage ways.
  - f. Proposed grading and removal or placement of natural materials, including finished topography of site.
  - g. Proposed landscaping plan.
  - h. Location of all utilities and indication of which ones are required to be placed underground.
  - i. Location size, height, design, content and colors of proposed signs.
  - j. Location of all outside utility lighting.
5. All plans submitted for architectural review and approval shall include the following points:
- a. Elevation of all sides of all structures on the site (including storage and other secondary structures), indicating the following:
    - (1) Colors of the structures.
    - (2) Roof lines of the structures (including all rooftop mounted machinery, et cetera).
    - (3) Location and coverage area of accent lighting.
    - (4) Style of the structures to be constructed.
    - (5) Incorporation of proposed landscaping.
    - (6) General appearance of structures as seen from the route.
  - b. Samples of exterior materials to be used in construction, including roofing and siding materials.

- c. Renderings, photographs or models may be submitted but should be accurate and realistic.

## B. ZONING DESIGNATIONS

In accordance with state law (Title 7, Chapter 4, Section 65860 of the Government Code), zoning designations shall be consistent with the General Plan and its Elements.

## C. BUILDING HEIGHTS

1. The height of any structure shall not be such as to inhibit the view of scenic qualities visible from the scenic route.
2. The height of any structure shall reflect the general surrounding environment and shall be tempered by setbacks and other site considerations.

## D. BUILDING SETBACKS

Building setbacks should be sufficient to be compatible with existing buildings in the surrounding areas with an architectural design which would be a complement to the area.

## E. RESIDENTIAL DENSITY, LOT AREA, AND BUILDING COVERAGE

Residential densities shall not be greater than the density described in the Land Use Element. Lot area and buildings coverage shall be consistent with the surrounding environment and structure and in conformance with the provisions of the Zoning Ordinance.

## F. PLANNED UNIT DEVELOPMENT

1. The use of the Planned Unit Development concept shall be encouraged in order to create and enhance scenic values within the scenic corridor.
2. The use of the Planning Unit development concept shall be encouraged in order to more fully develop the scenic qualities available along the scenic route.

## G. HERITAGE ZONE

It is the policy of the City of Camarillo that developments within 500 feet of the center line of the US 101 Freeway and 1000 feet of an interchange be designed with an Early California style as described in the Community Design Element.

## H. HISTORICAL DEVELOPMENT AND PRESERVATION

1. All effort shall be made to inventory all existing historical landmarks, monuments, or other features of a historic nature, with unique natural features and other scenic qualities.
2. All effort shall be made to preserve and protect those historic and unique natural features inventoried, and include their location within future scenic route development.

## I. SIGN REGULATIONS

### 1. On-Premises Outdoor Advertising

- a. Tract advertising signs, if visible from the designated scenic route, shall not exceed the allowable freestanding area, or height limits of the current Sign Ordinance.
- b. All on-premises signs shall be a part of the design of the building and site.

### 2. Off-Premises Outdoor Advertising

- a. All off-premises freestanding outdoor advertising signs and displays shall be prohibited within the Scenic Corridor, excepting approved information panels, directional, and motorist safety signs.
- b. Informational panels providing directional and information regarding points of interest, public facilities, parks, and other characteristics of the scenic route noncommercial in nature, will be permitted within the scenic corridor.
- c. Off-site direction tract advertising signs shall be permitted within provisions of the Sign Ordinance.

## J. SPECIFIC PLANS

Specific Plans (such as in the Civic Center Block) can be used to set precise standards for streets, site design, building design, and land uses which may be more definitive and stringent. The specific plan guidelines can be used to achieve a desired effect for the area of development and be useful in dealing with a combination of parcels to aid in development.



## Site Regulations

### A. LIMITING CUT AND FILL

No grading, removal or deposit of natural materials for which a grading permit is required shall take place on any lot or parcel in the designated scenic corridor except by granting a permit in connection with a building permit issued for construction which conforms to the provisions of the Element; or by an application to do minor grading which has been approved by the jurisdiction. The following activities are exempt from the requirement of this section:

1. Tilling or preparation of land for agricultural purposes.
2. Minor excavation or placement of natural materials incidental to the planting of trees, shrubs, and other plant material, and to the installation of minor structural features not requiring a grading permit such as fences, walls, walkways, patios and similar elements customarily accessory to a permitted use, provided such excavation or placement of material does not alter the general overall topographical configuration of the land.
  - a. Insofar as feasible, natural topography, vegetation, and scenic features of the site shall be retained and incorporated into the proposed development.
  - b. Any grading or earth-moving operation in connection with the proposed development shall be planned and executed so as to blend with the existing terrain both on and adjacent to the site, and vegetation cover shall be provided to hide scars on the land resulting from such operations.

### B. LOW DENSITY OF STEEP AREAS

1. Steep areas visible from the scenic route shall be zoned and developed in such a way as to maintain a natural setting and be harmonious with adjoining development.
2. Development of steep areas visible from the scenic route shall be accompanied by increased use of landscape screening.

### C. LIMITED ACCESS TO ROUTE

Subdivision maps should be reviewed with the intention of eliminating as many residential and secondary intersecting routes to the scenic route as possible consistent with the Circulation Element.

#### D. CLUSTER DEVELOPMENT

Cluster development shall be encouraged whenever it may visibly enhance the scenic corridor.

#### E. EASEMENT DEDICATION

Subdivision maps should be reviewed in an effort to optimally locate easements to enhance the scenic qualities of a scenic route.

#### F. ROAD DESIGN

Road design standards (i.e., landscape use, sign and light standard design, median design, roadway treatment, et cetera) shall be harmonious with established scenic corridor development plans whenever new routes are developed or existing routes modified.

#### G. UNDERGROUNDING UTILITIES

Electrical distribution lines, telephone lines, cable television lines and the normal street lighting power lines are currently required to be placed underground in all new subdivisions by Public Utilities Code.

Undergrounding of all other distribution lines is specifically required ONLY when dictated by requirements of local codes and ordinances. However, Public Utilities code does require construction of new "distribution" lines be out of public view (either through undergrounding, removal or landscaping) when placed within 1000 feet of the state or county scenic highways. See appendix for decision 80864, PUC.

Technology has been advanced to the point where it is quite feasible to underground distribution lines of 16,000 volts or less, telephone and cable television lines as well. Because the normal size of distribution line within Ventura County is either 4000 or 16,000 volts, undergrounding is not a major problem.

Lines of 33,000 volts and higher are not capable of being undergrounded feasibly and should therefore be located in such ways as to not be visible from the scenic route. The proposed location of future lines should be reviewed by the jurisdiction and the utility in these terms. To this end, the PUC has adopted the following utility transmission siting guidelines.

Route of utility lines should:

1. Avoid prominent ridge lines and barren sides of mountains or hills.

2. Be aligned along the bottom or lower slopes and valleys between hills.
3. Avoid crossing hill contours at right angles; avoid steep grades which expose the utility and its right of way to view.
4. Remain at least 1000 feet from the established scenic route whenever conceivably possible.

#### H. TREE PRESERVATION

1. Existing specimens and stands of trees and other plant materials of outstanding historic, scenic, or ecological value shall be preserved and incorporated into the development plan wherever possible.
2. Removal of mature trees shall be discouraged and removal of any such trees should be replaced where feasible in accordance with the Master Landscape Plan.

#### I. BANK SEEDING AND PLANTING

Adequate seeding and planting of a combination of trees, shrubs, and groundcover of bare contours, visible from the scenic route, shall be required in order to control erosion and landslides, and to effect a scenic quality within the area in order to help soften the impact of cuts and fill.

#### J. SCREENING AND LANDSCAPING

1. All immediate roadside areas adjacent to scenic routes (including areas excavated for underground utilities) shall be landscaped in such a manner as to enhance the scenic qualities of new development. If the area is not currently devoted to urban use, the roadside should be maintained in a natural state.
2. If extensive removal of native vegetation becomes necessary, replanting shall be required, and shall be in conformity with the surrounding landscaping.
3. Plans for removal of mature trees or replanting with the scenic corridor shall be reviewed by the review body. Replanting shall be required after all alteration of land contours to bind the soil to prevent erosion, and to blend the natural appearance of the affected area with surrounding landscape.



4. Accent or landscape lighting on land or parcel visible from the scenic route may not illuminate or glare into adjacent property or streets so as to be objectionable to adjacent residents or hazardous to motorists. Alternating, flashing, scintillating, moving, or rotating lights visible from the scenic route shall be prohibited.
5. Effective screening through the use of vegetation, landscaped earth mounds, block wall, or other types of visible barriers shall be provided to screen any existing or proposed unsightly uses from public view.

## **Maintenance Controls**

### **A. HOUSING CODE**

The Housing Code will be strictly enforced, with mandatory abatement of persistent violations within the scenic corridor, as a means of maintaining scenic qualities within the scenic corridor.

### **B. FIRE PREVENTION PROGRAM**

Fire prevention programs within scenic corridors shall include planting or low fire-prone native flora and increased maintenance of visible areas, such as mowing, tilling, selective removal of fire-prone brush.

### **C. LITTER CONTROLS**

1. All public areas within the scenic corridor shall be carefully maintained, and adequate receptacles provided for use by the general public.
2. All anti-litter ordinances and programs will be strictly enforced and followed.

### **D. WEED AND INSECT CONTROL**

1. All public areas under local jurisdictional control shall be carefully and continuously controlled for weed and insect growth. Continuous on-site abatement shall be required to provide for removal of weeds and debris.
2. Use of weed and insect growth retardants shall be carefully used to avoid unsightly destruction of native scenic flora and developed landscaped areas.

#### E. WATER POLLUTION CONTROL

Water quality control of all waterways within the scenic corridors shall be enforced on the basis of odor and appearance as well as health hazard, particularly in streams and lakes.

## Public Lands and Easements

#### A. MANAGEMENT OF LAND

Protection of endangered unique qualities within the scenic corridor may be afforded through increased management programs within the corridor; such management techniques as acquisition for park space, purchase with lease-back (including protection measures), etc. may be used.

#### B. LAND TRANSFER

Should any land in public ownership within the scenic corridor be sold or exchanged, appropriate and enforceable restrictions which would carry out the intent of the Scenic Highways Programs shall be included as deed restrictions on the property.

#### C. LAND PURCHASE

Every opportunity for acquisition of corridor land in fee shall be thoroughly explored by the public agencies. Consideration shall be given to locating within the corridor such public uses as information centers, roadside rests, vista stations, parks, playgrounds, wild areas, wildlife refuges, museums, etc.

#### D. GIFTS AND DEDICATIONS

Gifts and dedications of land or historic facilities within the scenic corridor to the jurisdiction shall be encouraged and accepted.

#### E. TAX DELINQUENT PROPERTIES

Tax delinquent properties acquired by foreclosure should be retained by the public agency if it is within the scenic corridor, or if sold, appropriate conditions be placed on its use.

#### F. EASEMENTS

The location, type and use of easements within the scenic corridor should be in conformance with the guidelines of the Scenic Highways Element.

G. PUBLIC WORKS PROJECTS

1. Public works projects within scenic corridors shall be reviewed for compliance with the intent of the Scenic Highways Program.

2. All Public works projects (including levees, jetties, dams, roads, streets, public signs, parks, turnouts, etc.) should be made to conform to standards adopted within the Scenic Highways Program and Community Design Element.

## **Fiscal Policy**

A. LAND CONSERVATION ACT

The city should continue to encourage the use of the agricultural preserve program within the city and continue to honor the greenbelt agreements with Ventura County and the City of Oxnard.

## **Citizen Action**

A. COMMUNITY SELF-HELP

1. Government entities in conjunction with local service clubs and groups should organize annual clean-up campaigns for those corridors designated as "scenic."

2. Government entities should offer the use of facilities and equipment for local selfhelp/ cleanup campaigns within scenic corridors.

B. SCENIC CORRIDOR REVIEW AND ADVISORY COMMITTEE

1. A Scenic Corridor Review and Advisory Committee consisting of members of the Planning Commission should be established by the City Council for the purpose of reviewing and advising both staff and legislative bodies of adherence of development and various plans to the intent of the Scenic Highways Element and specific scenic highway development plans.

2. All activities taking place within the scenic corridor which may affect the scenic qualities, development plan or program of the corridor will be reviewed for harmony with stated goals of the corridor preservation and protection plans.

3. The city should support citizen programs, such as the Beautification Committee, in their effort toward promoting the maintenance and improvement of the city's image; especially along its scenic corridors.



To repeat, the adoption of any of these options should be done only after careful consideration of the potential impact and after close coordination with the entities and interests affected.

## **PLAN AND PROGRAM**

### **Common Plan and Program Format**

Having selected scenic routes, established planning and design standards, and adopted the necessary control measures; an entity must develop a plan and program for the various routes which specifically discuss how it intends to preserve and enhance their qualities. This section will outline the contents of a prospective plan and program.

Depending upon whose scenic highway system the city wishes to participate in, a plan and program for a specific route may or may not be required. The state requires that a plan and program be developed by each entity requesting official scenic highway designation for a state scenic highway. For the County Scenic Highway System or Local Scenic Drive System, such a plan and program is optional but desirable.

### **Plan and Program Outline; Inventory of Corridor Features**

Listed below are the various points that should be covered in a scenic highway plan and program.

#### **SCENIC CORRIDOR**

A scenic corridor is that area surrounding a scenic route whose scenic qualities an entity wishes to preserve. Since these qualities are experienced visually, the logical way to define a scenic corridor, then, is to use a line of sight method. Using this approach, the corridor is generally defined by what can be seen by the driver or passengers of a vehicle.

In rural areas, ridge lines most often define a corridor, though vegetation at the roadside may also represent the extent of one's "view from the road." Corridor boundaries formed by vegetation may be erased by harvesting, fire, or a change in land use, and therefore corridor boundaries should perhaps be located beyond this type of screen.

Other factors in designating a corridor are the design speed and geometrics of the highway. These factors affect the angle at which certain portions of the landscape may be seen and how long they may be viewed.

Perhaps the most important factor to consider is that to preserve the scenic qualities of a corridor, certain measures have to be taken. These measures, such as overlay zones, or districts, must usually be applied uniformly throughout the corridor, which may result in hardships for certain individuals. Aside from using the "view from the road," there is no guide for defining or designation of a scenic corridor. Since such an approach could result in extensive corridors, their designation should be tempered by the uses within it and the control measures which will be applied. Tempering of a contour could be accomplished by limiting it to a quarter mile in width.

The city should continue the use of the Heritage Zone policy to encourage the Early California design theme along the freeway corridor. The freeway is the most traveled route in the city and is utilized by residents and by travelers. The freeway is the only reflection of the image of the city by many persons who travel through the area.

#### PURPOSE OF THE ROUTE

Earlier, it was pointed out that an entity should evaluate its philosophy toward scenic highways and more specifically the purpose behind the development of each route. While an entity may have a general philosophy towards scenic highways, the purpose behind the development of one route may vary considerably from the purposes for other routes.

One route, for example, may be intended for leisurely pleasure drives at slow speed and with occasional stops. Such a route may meander through agricultural and residential areas of a city, then into the downtown area where it is hoped that motorists would stop at shops in the new redevelopment project.

From the downtown area, the route may track its way through the city and past sites of historic interest.

In contrast, another route may be oriented more towards high speed commuting than towards recreational driving. Such routes may skirt past the city, but the features within the corridors nevertheless leave passersby with an impression of the city. Creating or preserving the scenic qualities of such routes may therefore be intended to entice motorists into the city.

So then, the first step in developing a planned program for a route is to examine the route's intended use or purpose. This determination will later dictate the type of measures or improvement that should be undertaken within the corridor. Turnouts, parking and benches, for example, would be appropriate for a recreational route, but not as appropriate along a commuter route.

## INVENTORY OF SCENIC CORRIDOR FEATURES

Once a scenic corridor has been designed, and the route's purpose or character defined, an inventory should be made of the pertinent features within the corridor. These features may include "assets" (broad vistas, unique architecture, historic sites, etc.). Both assets and liabilities must be inventoried because both must be considered in the eventual development of the route.

Once the assets and liabilities of a route have been inventoried, the next step is to determine what action is to be taken relative to each feature. Where a positive feature exists, the appropriate action might be to preserve it or maintain it.

Where certain desired features (rest areas, vista points, etc.) are absent, an entity may decide to create or develop them, if the features exist, but are inadequate, the action to be taken might be the enhancement of these features. For the liabilities inventoried, alleviation measures should be discussed.

The following matrix lists a number of features which should be considered when making an inventory of the features within a corridor. The specific action decided upon can be implanted through the various development controls outlined in the previous



# ILLUSTRATION

## SCENIC CORRIDOR INVENTORY MATRIX \*

Route \_\_\_\_\_

Route Character	Action Taken	Development Controls
Recreation		
Commuting		
Beautification		
Route Features		
Vista Points		
Rest Areas		
Restrooms		
Recreation Areas		
Historic Sites		
Unique Vegetation Features		
Unique Topographic Features		
Unique Architectural Features		
Benches		
Litter Receptacles		
Entrance and Exit Points		
Pedestrian and Bike Routes		
Utility Lines		
Unsightly Structures		
Advertising		
Water		
Road Design		
Abandoned Vehicles		

### \*\*\*ILLUSTRATION - SCENIC CORRIDOR INVENTORY MATRIX\*

\*This matrix should serve as an aid only. It lists various points which should be considered in the development of a scenic corridor. The list is not all encompassing so additional points can be added.

section. When completed for each feature listed, the accompanying matrix can serve as a ready summary of the development program for a given route. The following are samples of how the matrix might be used.

To summarize, a plan and program for a scenic route's corridor is designed to identify the actions that must be taken in order to create, enhance or preserve the scenic qualities within the corridor. This can be accomplished by first defining the purpose of the route and thereafter the features that fulfill this purpose. The second step is to inventory the features within the corridor and decide on the appropriate action to be taken to either create, enhance, preserve or alleviate the various features (assets and liabilities) found within the corridor.

Once a plan and program has been developed and adopted for a local system, formal designation of the route as "scenic" is the last remaining act. It is suggested that once these steps have been taken, that the appropriate jurisdiction formally declare a route to be "scenic."

Local jurisdiction can make such declarations for their own systems, but not for the state's system. If an entity is participating in the state's system, then, only the state can declare a route to be "scenic." The process for receiving designation from the state is outlined in the following chapter.

## **STATE SCENIC HIGHWAY DESIGNATION**

1. The route in question must appear on the State Master Plan of Scenic Highways.
2. The jurisdiction through which the route passes requests the State Division of Highways to conduct a scenic highway corridor study for the route in question.
3. The Division of Highways completes the corridor study and submits it to the jurisdiction which requested the study.
4. Aided by the corridor study, the jurisdiction completes a "plan and program" (as outlined in the previous section) for the protection of scenic values within the corridor which addresses the state's minimum requirements."
5. After the adoption of the scenic corridor (as defined by the State Division of Highways) and the plan and program in public hearings, the jurisdiction submits its plan and program as an application to the Division of Highways.
6. The Division of Highways passes the Plan and Program and Corridor Study on to the Interdepartmental Committee on Scenic Highways for its review.

7. The Interdepartmental Committee reviews and comments on the package and passes it to the State Scenic Highway Advisory Committee which reviews the package and reports its findings to the Director of the Department of Public Works.
8. Based on the recommendation of the Advisory Committee, the Director of Public Works makes the final determination as to whether official designation should be granted.

Thus far, this element has outlined criteria for the selection of scenic routes, selected scenic routes, established standards to which scenic highways should be developed, evaluated the controls that our jurisdiction presently has, suggested alternative measures which can be employed to meet the standards, and outlined the method for developing a plan and program which details how various control measures will be employed.

This section is intended to guide our jurisdiction in the selection and eventual adoption of various policies and control measures necessary for the development of scenic highways. These recommendations come from various citizen groups and authorities and are intended to guide, not dictate, final decisions. These recommendations should be used in conjunction with the standards and controls matrix, discussed earlier, which pinpointed where the city may need to strengthen its development controls. The weaknesses identified by this matrix coupled with the following recommendations should guide the development of recommendations prepared by staff for consideration in public hearings.

## **POLICIES**

1. That the city continue to take necessary steps to preserve and maintain historic landmarks, historical monuments, unique natural features and other scenic qualities for inclusion in the future scenic corridor.
2. That the city carry on a conscientious effort to increase landscaping wherever possible along existing and future primary and secondary routes, and that a priority system be established for the systematic implementation of this landscaping program and policy for the development and beautification of the parkway areas.
3. That the city establish a high priority for the allocation of utility underground funds to be directed toward projects along scenic routes or within scenic corridors.
4. That the city develop and preserve the scenic routes within its jurisdiction on a priority basis that is in harmony with the adjoining jurisdictions.



5. That the City of Camarillo should prohibit all off-site advertising within the scenic corridor (except for approved directional signs) and all other signs as specified under the Sign Ordinance.
6. That the city shall coordinate scenic highways programs with the county and adjoining jurisdictions in an effort to produce a comprehensive scenic highway plan and after its adoption, should serve as a policy guide for the City of Camarillo.
7. The city should consider a tree preservation ordinance to preserve trees having a significant environmental aesthetic along scenic corridors. The city should also strengthen its street tree policy to promote a street tree program along scenic corridors including the replacement of missing trees.
8. Streets such as Lewis Road which parallel railroad tracks should be provided with a landscaping program to screen railroad tracks and other land uses opposite the railroad tracks. This would enhance the streets' viewscape by the provision of trees and shrubs and to reduce the potential for weed growth and debris.
9. The city should continue to set as a high priority the maintenance of streets, including the necessary repairs and removal of debris and weeds.
10. The city should continue to promote proper maintenance of private properties along scenic corridors.
11. The Civic Center and Mission Oaks areas of Camarillo are good examples of development plans which provide for quality development standards. The city should continue to promote such developments within areas shown for development in accordance with the Land Use Element.
12. The city should develop standards for the treatment of narrow parkways. These standards should address the type of walls, sidewalks, utilities and landscaping.
13. The Ventura Boulevard street improvement program, which incorporated the use of landscaping, pedestrian walkways, added parking and street improvements has now been installed for a few years. The city should review the improvements to determine the positive effects that may have occurred since the installation of improvements. The areas where parking and access problems have resulted should be reviewed so that modifications may be made to improve circulation. The city should proceed with the modifications to the improvements at the intersection of Arneill Road and Ventura Boulevard.

14. The streetscape along the south side of Ponderosa Drive should be improved along the back of Ponderosa North Shopping Center. Sign controls should continue to be exercised and the city should require the dumpsters to be enclosed. Longer range improvements such as planting, undergrounding of utilities, covering the channel, and some architectural treatment of the backs of the buildings should be considered.
15. A scenic drive should be established which would connect points of historical interest, commercial area, agricultural area, residential area, and other scenic features that represent the character of Camarillo. The route should be identified with markers (such as the city's symbol with a directional arrow) and could be supported with a pamphlet to discuss the features, vistas, and land uses along the drive.

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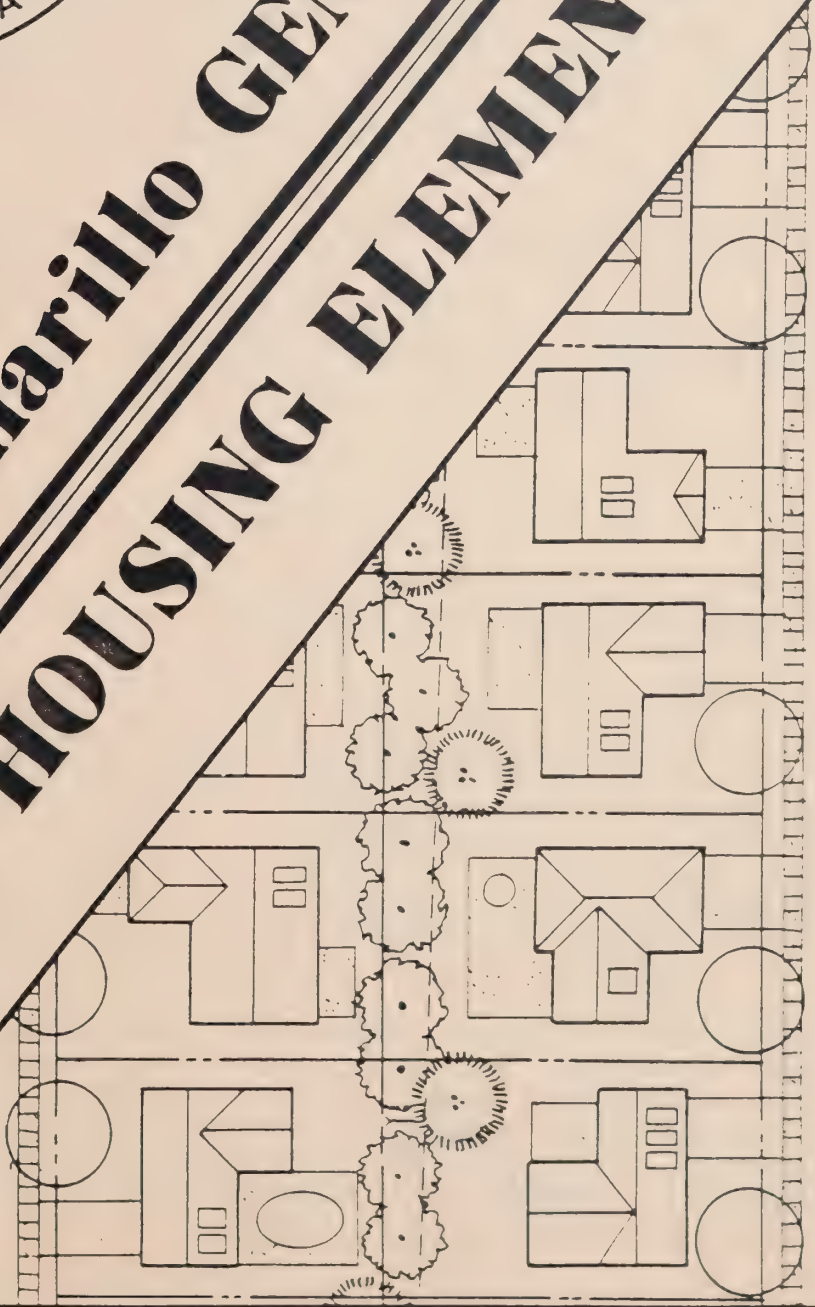






# **City of Camarillo GENERAL PLAN**

## **VII. HOUSING ELEMENT**







# **HOUSING**

## **INTRODUCTION**

### **LEGAL REQUIREMENT**

State law requires the preparation of a Housing Element as part of a jurisdiction's General Plan (Government Code Section 65302(c)). The Element is to consist of an identification and analysis of existing and projected housing needs, and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing. It is also required to identify adequate sites for housing and to make adequate provision for the existing and projected needs of all economic segments of the community (Section 65583).

The guidelines adopted by the Department of Housing and Community Development are also to be considered in the preparation of the Element (Section 65585). Periodic review of the Element is required to evaluate (1) the appropriateness of its goals, objectives and policies in contributing to the attainment of the State housing goals, (2) its effectiveness in attaining the city's housing goals and objectives and (3) the progress of its implementation (Section 65588).

### **Relationship to Other Elements:**

A number of the Elements provide input to the Housing Element, while others serve as a means to carry out the goals and policies of the Housing Element. Three Elements in particular concern environmental or man-made factors which limit the location or type of housing that can be developed. They include: Seismic and Safety, Noise, and Open Space and Conservation Elements. The first two of the Elements mentioned address hazards or nuisances which should be avoided in the location of housing, or mitigated in the construction of housing. The Open Space and Conservation Element concerns land resources which should be protected from development. All these factors will ultimately affect the type, location and cost of housing and could therefore also affect the community's ability to meet the goals of its Housing Element.

The Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, intensity and distribution of land uses throughout the city. The Land Use Element projects the number and type of housing units that can be ultimately constructed in designating the total acreage and density of residential development. Acreage designated for commercial and industrial uses creates employment

opportunities, which in turn, has the potential for creating a higher demand for housing in the city. The Circulation Element establishes the location and scale of proposed thoroughfares, streets and transportation routes which support and provide access to the proposed land use designations.

The review of the Housing Element in comparison to the other Elements of the General Plan shows a strong correlation between the policies and standards between the Elements. The locations of available sites for housing as described in this Element are based upon those sites designated under the Land Use Element. Residential areas would be supported with streets as set forth under the Circulation Element and park sites as set forth under the Recreation Element. The development of the residential areas are tempered in accordance with the limitations and controls as indicated under the Open Space and Conservation Element, Safety Element, and Community Design Element.

During this 1989 update of the General Plan, each Element has been reviewed in accordance with the policies contained within the Element and the information and policies contained in other Elements.

## **Data Sources**

This Element's analyses are based primarily on the 1980 U.S. Census and the Southern California Association of Government's 1988 Regional Housing Assessment (RHNA). Supplemental data was obtained through field surveys and from the Construction Industry Board.

## **Public Participation**

The 1989 update of the Housing Element utilizes the basic framework of the 1984 Housing Element. The 1984 Housing Element was written as part of the 1984 update of the General Plan. A citizens' committee was established to provide input in the drafting of the 1984 update. The Element was reviewed by the Planning Commission and adopted by the City Council and subsequently reviewed by the State of California Department of Housing and Community Development. Annual reviews of the Element have been accomplished in accordance with State law. The updated Element addresses changes which have occurred since the Element was adopted and has been reviewed at public hearings before the Planning Commission and City Council.

As part of the review process, the Planning Department circulated copies of the initial study to the various organizations and individuals on our environmental circulation list. Copies of the initial study and the Housing Element were also forwarded to the

library and were available at City Hall. Copies were made available to those individuals requesting the draft Housing Element. In addition, public notices were circulated and posted at the Library and City Hall and contained in the local newspaper, both in the public notices and text.



# **CHAPTER ONE**

## **POPULATION AND HOUSEHOLD CHARACTERISTICS**

Through the analysis of certain demographic characteristics, population traits can be identified which affect the type of housing needs and the ability of households to pay for adequate housing. This chapter examines the following characteristics of the city's population, which are summarized in Table 1:

- . Population and Growth Trends
- . Age Composition
- . Racial and Ethnic Composition
- . Household Income
- . Employment
- . Household Size
- . Group Quarters

### **A. Population and Growth Trends**

The city has experienced significant growth in recent years, almost doubling its population between 1970 and 1980. (A 52.5% increase occurred between 1975 and 1980 alone.) This growth rate can be contrasted with State and County figures of 18.5% and 40%, respectively, for the same period. However, this trend is not expected to continue. The city's estimated 1980 population of 37,797 represents 7.1% of Ventura County population, compared to 5.1% in 1970.

The city population as of January, 1989 is estimated to be 48,297 with approximately 18,180 dwelling units. This is an increase of approximately 28% in population and 23% in dwelling units from 1980. The city's estimated population is approximately 7.4% of the county's population of 653,609. The city includes 8.2% of the estimated 222,302 dwelling units in the county in 1989.

### **B. Age Composition**

The city's age composition is generally consistent with the state's profile; that is, about half of the population is concentrated in the young adult and middle age ranges (18-54 years). However, the city's percentage of population 55 years and over is somewhat higher than the state average and almost double the countywide proportion. This characteristic, as well as the rapid increase in this age category within the city itself since 1970 (from 9.0 to 23.4%) can be primarily attributed to the development of Leisure Village, an "adults-only" community of 2136 dwellings, and over 1000 adult mobilehome spaces. (The much

improved health care and physical facilities for the aged have also resulted in a greater proportion of the population surviving to age 65 and over than previously.)

# Table 1

## SELECTED POPULATION CHARACTERISTICS

	(1989)		
	<u>City</u>	<u>County</u>	<u>State</u>
Total Population (1989)	48,297	653,609	28,662,00
Percent Change, 1980-89	27.8% (13,427)*	72.2%	43.5%
Age Composition (1980)			
Under 18 years	28.0% (13,523)*	35.3%	29.6%
18 - 54 years	48.6% (23,472)*	52.3%	51.4%
55 years +	23.4% (11,301)*	12.4%	19.0%
Median Age (1980)	32.0	28.6	29.9
Racial Composition (1980)			
White	89.0% (42,984)*	80.5%	76.2%
Black	1.0% ( 483)*	2.1%	7.7%
American Indian	0.8% ( 396)*	0.9%	0.8%
Asian	3.7% ( 1,787)*	3.0%	5.3%
Other	5.4% ( 2,608)*	13.5%	10.0%
Spanish American (% of total pop.) (1980)	10.1% ( 4,878)*	21.4%	19.2%
Median Household Income (1988)	\$45,000 (est.)	\$43,600	\$30,200
Average Household Size (1989)	2.677	3.005	2.717

Source: California Department of Finance (1989)  
1980 U.S. Census

\* Approximate estimate--numbers are rounded.

The city has also experienced a significant decline in the proportion of residents under the age of 14 during the same period, from 36.5 to 20.9% of the population. Although this trend is consistent with state and nationwide patterns and can be partially attributed to the low birth rates during the 1970's, the latter figure is substantially lower than the state (29.6%) or county (35.3%) figure.

## **C. Racial and Ethnic Composition**

The racial and ethnic composition of the city significantly differs from that of the state and county in many respects. Approximately 89% of city residents are white, contrasted with 76.2% and 80.5% for the state and county, respectively. The city's proportion of minority racial population (10.9%) is less than half of the state's (23.8%). The low percentage of black residents (1%) is consistent with the statewide pattern of blacks being concentrated in metropolitan areas and the low countywide figure (2.1%). The percentage of Spanish Americans residing in the city is only half that of the state or county. (See Table 1 for estimated numbers.)

## **D. Household Income**

The 1979 median household income for the city was \$24,046, compared to \$21,331 for the county and \$18,248 for the state. An analysis of family income by race and ethnicity indicates that Spanish American and American Indian families are significantly over represented in the lower income categories and under represented in the upper income categories, when compared to the expected income distribution. Asian families are significantly under represented in the lower income categories and over represented in the upper classifications. As expected, white families generally conformed to the overall income distribution, as they comprise 89% of the total number of families.

Median household income is not available for the City of Camarillo for recent years. The state has a median household income of \$30,200 for 1988. The County of Ventura estimated median income for August, 1988, was \$43,600 (up 105% from 1979). The City of Camarillo median household income is figured to be approximately \$45,000 as it is typically slightly below the City of Thousand Oaks' level which is estimated at \$48,102 for August of 1988.

## **E. Employment**

Approximately three-quarters of the 21,000 working residents in 1980 were employed in "white collar" occupations, such as



executive, administrative, managerial, professional, clerical and sales positions. An extremely low percentage (12%) were employed in such jobs as machine operators, assemblers, farming, transportation, handlers and laborers. Approximately 4.8% of the city's employed residents were actively serving in the armed forces in 1980 (the Navy maintains 315 housing units in the city).

A very high percentage (86%) of workers were employed in Ventura County, with one-third of all workers employed within the Camarillo city limits. Approximately three-quarters of employed residents commuted less than one-half hour to their place of employment, and only a very small percentage had a travel time of more than one hour.

## **F. Household Size**

The city's average household size decreased from 3.62 persons in 1970 to 2.80 in 1980 and to 2.677 in 1989, consistent with the dramatic drop experienced at regional and national levels. More than half of the city's households had only one or two members; almost three-quarters had three or few members, while households with six or more members represented only 5% of the total. This distribution is consistent with statewide characteristics.

Overcrowded households (more than one person per room) represented less than 1% of the city's total households, compared with a 7.4% State figure. Although this translates into only 337 households, the number of persons residing in these units equals 5.4% of the city's population.

## **G. Group Quarters**

Only 1.7% of the city's population resides in group quarters, such as mental hospitals, homes for the aged, group care homes and dormitories. This figure is similar to that of the County's (1.9%) and lower than that of the state's (2.4%).

## **CHAPTER TWO**

### **HOUSING CHARACTERISTICS**

This section describes certain characteristics of the city's housing supply, including type, ownership, vacancy, costs and condition, which are summarized in Table 2. (Percentage rates are often used in text but are shown in Table 2 as estimated numbers.)

#### **A. Supply and Type**

This 1980 Census reported the existence of 14,234 housing units in the city (see Figure 1 for the location of existing residential development). Approximately three-quarters of these units (78.4%) were considered to be "single-family" (attached and detached) dwellings, with the remaining units distributed between multi-family dwellings (16.5%) and mobile homes (5.1%). The proportion of single-family dwellings in relation to the total number of units has remained constant since 1970, contrasted with a statewide trend that has seen the proportion of single-family units decline from 74.7% in 1960 to 62.4% in 1980. Only six units within the city are classified as being of seasonal or migratory nature.

#### **B. Ownership**

In 1989, there are an estimated 18,180 dwelling units of which 10,476 are detached and the balance attached, multi-family or mobile home. In 1980, the city had a significantly higher ownership rate (74.9%) than either the county (65.4%) or the state (55.9%). This characteristic can be partially attributed to the low percentage of apartment units as part of the total housing stock. The high ownership rate has been relatively constant since 1970.

#### **C. Vacancy Rates**

The vacancy rate for for-sale housing stood at 4.5% in 1980; the vacancy rate for rental housing was estimated at 5.4%. The vacancy rate in 1989 was estimated to be 2.49% (for sale and rental units) for the city and 3.80% for the county. These rates are lower than the 6.2% vacancy rate for the State of California as estimated by the California Department of Finance.

## Table 2

### SELECTED HOUSING CHARACTERISTICS

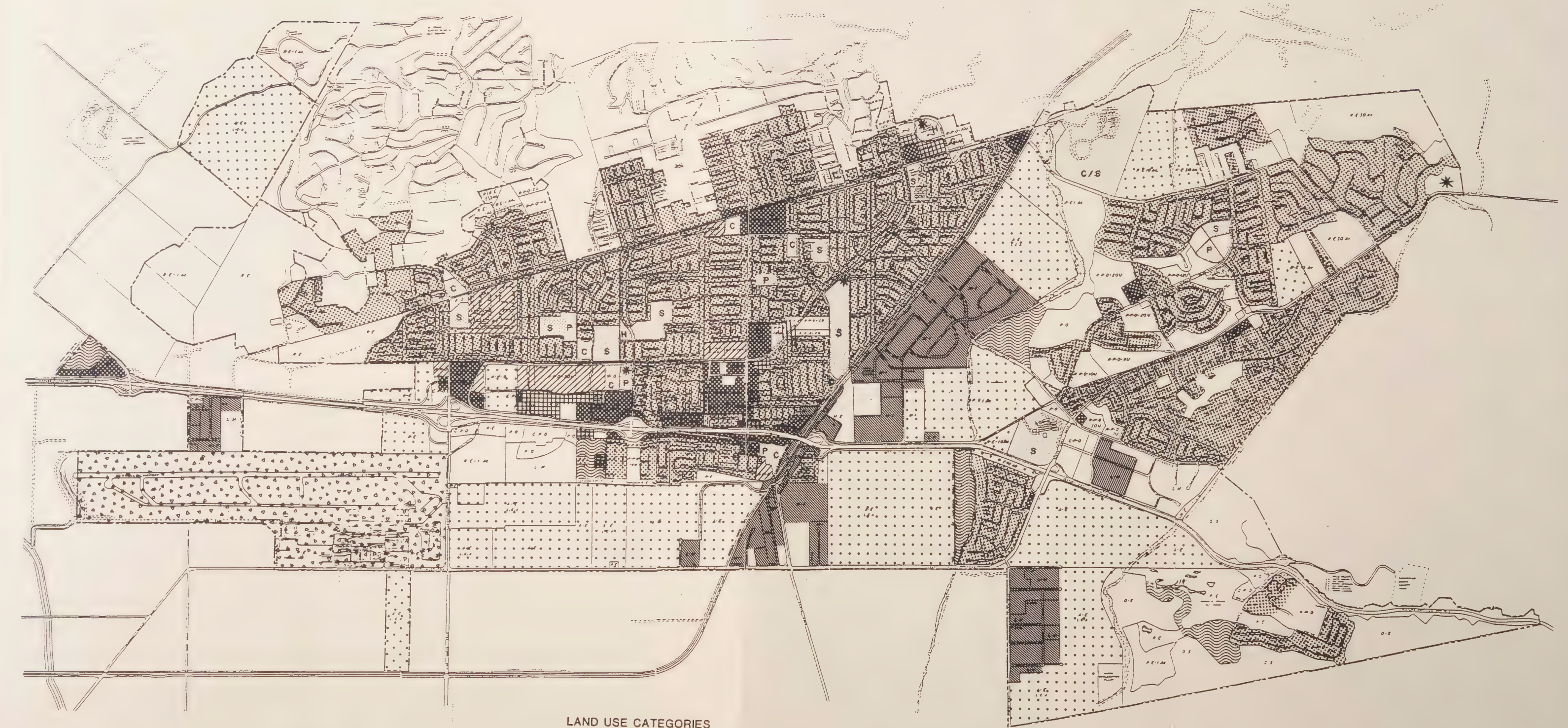
	(1989)		
	<u>City</u>	<u>County</u>	<u>State</u>
Total Housing Units (1980)	14,234	183,384	9,279,330
(1989)	18,180	222,302	10,966,024
Type of Structure (1980)			
Single-family	78.4%	72.1%	62.4%
Multi-family	16.5%	23.1%	33.4%
Mobile home	5.1%	4.8%	4.2%
Age of Housing (1989 est.)			
0-10 years	26.6%	20.6%	17.6%
11-20 years	46.1%	32.3%	22.0%
21-30 years	20.5%	26.1%	20.1%
31 years or more	6.8%	11.0%	40.3%
Percent of Units			
Owner-Occupied (1980)	74.9%	65.4%	55.9%
Vacancy Rate			
For-sale housing (1980)	4.5%	2.7%	2.3%
Rental housing (1980)	5.4%	5.0%	5.1%
Total (1989)	2.49%	3.8%	6.2%
Housing Values and Costs			
Median housing value	\$ 99,500	\$ 93,300	\$ 84,500
Percent change in value			
('78 - '80)	459%	-	307%
Median contract rent (1980)	\$342	\$287	\$253
1989 Est. Median House			
Detached	\$265,000*est	\$249,847**	\$200,784**
Attached	\$215,000*	\$202,000est.	\$136,575**

Source: \*\* California Board of Realtors, April 1989  
 \* Camarillo Board of Realtors, May 1989  
 U.S. Census 1980  
 California Department of Finance (1989)






















# LOCATION OF EXISTING RESIDENTIAL DEVELOPMENT

## LAND USE CATEGORIES

 Single family residential	 Office commercial	 Church/Hospital
 Multi-family residential	 Schools	 Industrial
 Mobile home parks	 Parks/Golf courses	 Airport
 General commercial	 Public buildings/ facilities	 Agriculture
		 Vacant







## **D. Housing Values and Costs**

Housing values and rents within the city are higher than county, state and national levels. The city's median housing unit value in 1980 was \$99,500, compared to a 1975 value of \$38,128 and a 1970 value of \$22,000. The latter value was comparable to the 1970 state median value of \$23,100. However, where state values increased by 30% between 1970 and 1981, to \$84,500. No precise figures are available for housing values in the changing market conditions that presently influence housing conditions. Price increases and interest rates have changed over the years with housing prices increasing rapidly as of recent times. It is not known whether this rapid increase will continue or whether prices will stabilize. Table 2 provides some recent information relating to housing prices. The 1980 median contract rent in the city was \$342, which was also higher than county, state and national levels. Apartment rental rates range from \$535 to \$810 per month for a one- or two-bedroom unit. Three-bedroom units, townhomes and single family home rents are even greater.

## **E. Age and Condition**

The city's housing stock is considerably newer than that of California as a whole, with more than 67% of its units having been constructed since 1970, compared to 26% on a statewide basis. Almost all units less than 10 years old are "standard" and not in need of rehabilitation or replacement. Only 1.5% of the city's units are older than 35 years, as opposed to 28% throughout the state.

A review of structural conditions throughout the city revealed that the great majority of dwellings are well maintained and in good condition. However, several older neighborhoods northwest and southeast of the U.S. 101/Lewis Road interchange, which are experiencing an intensification of surrounding uses, have seen some deterioration. A windshield survey was conducted of these areas to evaluate the condition of each dwelling unit's structure, building exterior and site according to the criteria listed in Table 3 and determine the extent of any blight.

The survey area was divided into three subareas: (1) the Raemere Street area, located generally north of Daily Road between Mobil Avenue and Arneill Road, (2) the Barry Street area, located generally north of Daily Drive between Arneill Road and Lewis Road, and (3) the Magnolia Street area, located generally southeast of the Ventura Freeway/Lewis Road interchange. Table 4 summarizes the conditions found in each subarea, which are discussed below.

The Raemere Street area contains 93 dwelling units constructed in the 1950's, all but one of which are duplexes. Subsequent

development in the area has isolated the neighborhood by surrounding it on three sides with commercial uses and with the Ventura Freeway on the remaining side. In light of these circumstances, some deterioration of the area would be expected. However, a survey of the neighborhood indicates that all units appear structurally sound and only a limited number appear in need of some exterior maintenance (see Table 4). No structures were identified as being dilapidated and in need of major repair. Living conditions in the Raemere Street area have been considerably enhanced by the construction of a noise attenuation wall along the freeway.

In response to a General Plan amendment request for the area, the City Council adopted land use designations which will basically keep the area unchanged, thereby allowing it to continue to provide for a segment of the housing market which could not easily be duplicated due to land costs, construction costs, and costs for relocation.

Due to limited evidence of deterioration in the neighborhood, intensive rehabilitation efforts will likely not be required in the near future. Instead, the enforcement of building and zoning codes will probably be sufficient to ensure adequate maintenance of the area.

The second housing survey subarea, known as the Barry Street area, contains approximately 133 dwelling units. This area represents one of the city's earliest residential neighborhoods. Most of the structures appear to have been constructed prior to 1960, with many homes dating to the 1930's. Similar to the Raemere Street area, the Barry Street neighborhood area is bordered by commercial and industrial areas on two sides and the Ventura Freeway on the south. One freeway offramp presently terminates at the perimeter of the area, and some of the neighborhood streets are used to access the commercial and industrial uses to the east, as well as to connect with Lewis Road.

Two of the neighborhood's blocks contain narrow 25-foot wide lots which limit unit size and yard areas. Most of the area's lots are backed by an alley. In many cases, detached garages originally located at the rear of lots have been converted to or replaced with second units. This situation contributes to a condition of approximately one-quarter of the total units having no permanent covered parking.

As show in Table 4, nearly three-quarters of the area's residences seem structurally sound. Approximately 20% appear to be in need of some minor or moderate repair, with 10 units (7%) considered to be dilapidated. The latter units are generally quite old and extremely small. Several appear to have been constructed for the purpose of housing transient residents and



would be considered candidates for demolition rather than rehabilitation.

Lack of maintenance of structures and yards is more pervasive in the Barry Street area than unsound structures. Most of the lots in this category display visual evidence of a minor to moderate lack of maintenance, such as weeds, peeling paint, unrepaired fences and walls, damaged doors, and/or scattered debris. Only a limited number of building exteriors are in need of major renovation (generally those units identified as "dilapidated"). However, twice as many sites are classified as being poorly maintained, with overgrown vegetation, considerable debris and outside storage, and/or unpaved driveways and parking areas.

In 1979, Community Development Block Grant funds were used in the Barry Street area to rehabilitate 17 units and construct capital improvements (curbs, gutters and sidewalks). These efforts also acted to encourage private upgrading actions. The area would continue to benefit from rehabilitation efforts and code enforcement action.

The third housing survey subarea is located southeast of the Ventura Freeway/Lewis Road interchange and contains 59 dwelling units. This neighborhood is exposed to high noise levels from the adjacent freeway, abutting industrial uses and the nearby railroad tracks. Also, one of the residential streets is used as a direct access to the freeway,

Although negatively affected by these conditions, there is no evidence of deterioration in the area. The 53 single-family units and 6 duplexes, which appear to have been constructed primarily between the early 1940's and 1960's, all seem structurally sound. A need for minor renovation or maintenance was observed in only a few instances.

The city has undertaken a program to install curbs and gutters in the neighborhood. Installation of a county storm drain in the area is also planned to improve drainage conditions. Therefore, due to a lack of any substantial structural or maintenance problems in this area, it appears that the neighborhood would benefit most by limiting the effects of incompatible land uses and by the possible relocation of the freeway onramp around the residences.

In summary, the survey of housing conditions identified only a few units, concentrated in the Barry Street area, which are in a serious state of disrepair. These units should be removed rather than rehabilitated. Rehabilitation efforts are being concentrated in the Barry Street area and the Raemere Street area due to the more extensive and pervasive deterioration which has occurred in this area. The city presently has a program to allow for the rehabilitation of units in the Barry Street and Raemere Street areas with reduced interest rate loans. This is part of



the CDBG fund that the city has targeted for the area. To date, nine applications have been funded in addition to participation by the city in a community infrastructure program.

### Table 3

#### STRUCTURAL AND SITE CONDITIONS CRITERIA

##### Structural Conditions

<u>Category</u>	<u>Definition</u>
A	"Sound": Structure appears to be in compliance with current building codes, based on visual inspection of exterior. All structural members maintain their engineering design integrity.
B	"Minor-Moderate Upgrading Required": Visual evidence of minor structural deterioration. Small cracks or offset of structural members. Does not appear that significant deterioration would continue with normal maintenance. All older masonry structures are included.
C	"Dilapidated": Visual evidence of substantial deterioration of structural members. Examples of deterioration include cracking foundations, offset or leaning columns and posts, window or door frames which are out of alignment, and sagging roof or eaves. Major costs would be incurred to bring the structure into conformance with current building codes.

##### Building Exterior Conditions

<u>Category</u>	<u>Definition</u>
A	"Well-Maintained": Nonstructural exterior surfaces or buildings appear to be well maintained. These include paint, applied materials (e.g., wood siding, stucco, brick, stone), windows, doors, signs, canopies, lighting fixtures and parapets.
B	"Minor-Moderate Renovation Required": Visual evidence of minor to moderate deterioration of building surfaces.

### Table 3 (continued)

C "Major Renovation Required": Visual evidence of significant deterioration of building surfaces (e.g., cracked or broken windows, discoloration, broken siding). Costs for renovation could be substantial.

#### Site Conditions

<u>Category</u>	<u>Conditions</u>
A	"Well-Maintained": Exterior areas surrounding structures or vacant parcels are well maintained. these include landscaped areas, parking lots, driveways, paved decks, and open storage or work areas. Vegetation is healthy, well-watered, and trimmed. There is no debris scattered on the site; equipment or other materials stored on the site are arranged in an orderly manner; fencing is in good condition; and, dirt surfaces are clean and well compacted.
B	"Minor-Moderate Maintenance Required": Visual evidence of minor to moderate lack of site maintenance. Examples include overgrown vegetation, weeds, and scattered limited debris.
C	"Poorly-Maintained": Visual evidence that the site receives little or no maintenance. Vegetation is unhealthy or extremely overgrown; weeds are abundant; considerable site debris, equipment, or other materials are scattered randomly across the site; paved exterior surfaces are cracking or broken; and, dirt surfaces are not compacted and likely to be muddy during rainstorms.

## Table 4

### SUMMARY OF SUBAREA STRUCTURAL AND SITE CONDITIONS

		<u>Raemere St.</u>	<u>Barry St.</u>	<u>Magnolia St.</u>
<u>Structural Conditions</u>				
A	Sound	93 (100%)	97 (73%)	59 (100%)
B	Minor-moderate upgrading required	-	26 (20%)	-
C	Dilapidated	-	10 (7%)	-
<u>Building Exterior Conditions</u>				
A	Well-maintained	63 (68%)	67 (51%)	53 (90%)
B	Minor-moderate renovation required	30 (32%)	56 (42%)	6 (10%)
C	Major renovation required	-	10 (7%)	-
<u>Site Conditions</u>				
A	Well-maintained	65 (70%)	62 (47%)	47 (80%)
B	Minor-moderate maintenance required	24 (26%)	50 (37%)	12 (20%)
C	Poorly-maintained	4 (4%)	21 (16%)	-

As a quantified five year objective the city would attempt to secure funds to rehabilitate/conservate those units identified in the structural and building exterior condition categories as needing minor to moderate upgrading or renovation totaling approximately 118 units. See Table 9



## CHAPTER THREE

### POTENTIAL RESIDENTIAL DEVELOPMENT

This section evaluates the potential development of additional dwelling units which could occur on vacant properties under the city's General Plan, as well as through the development of underutilized sites and surplus land.

#### A. Potential Development of Vacant Sites

An analysis was performed to determine the number of additional units which could be constructed in the city as well as within its Sphere of Influence under the General Plan. Figure 2 and Table 5 show the 43 residentially-designated areas which were identified, their General Plan designations and the potential number of units that could ultimately be constructed.

Grouping the area by land use designations show that the potential 4,974 dwelling units would be broadly distributed among building types and densities as follows:

<u>Land Use Designation</u>	<u>Density Range</u>	<u>Potential Units</u>	<u>% of Total</u>
Rural/low	0 - 5 UPA	1,546	31.1
Low-medium	5 - 10 UPA	976	19.6
Medium	10 - 18 UPA	293	5.9
High	18 - 30 UPA	1,914	38.4
Mobile Home	0 - 7 UPA	245	4.9

In terms of providing affordable housing, the 1,914 potential units in the High Density category are particularly significant, as rental units are considered financially feasible at densities higher than 18 units per acre. Therefore, the potential exists for rental units affordable to lower-income groups, which is often the only type of housing they can afford.

Other areas of potential residential development include several parcels which are presently zoned and used for agricultural purposes. It is unlikely, however, that these areas would be converted to residential use in the foreseeable future due to (1) the fact that many are under Land Conservation Act contracts, (2) the city's policies encourage the preservation of agricultural land, and (3) an extensive inventory of undeveloped, residentially-designated property already exists in the city.







AREAS OF POTENTIAL  
RESIDENTIAL DEVELOPMENT





The Development Control System ensures that those projects which will have the least impact on public facilities and services are favored in the development allocation process by awarding more points to projects which will not cause a system or service deficiency, and granting points to projects which will provide needed backbone system improvements or provide for the construction of a connecting link designated by the Circulation Element.

## **B. Underdeveloped**

The potential development of additional dwelling units on sites which are zoned for more units than actually exist is not likely to occur, as no such situations have been identified in the city. This is attributable to the city's past practice of applying to developed property land use designations and zoning which reflect the actual use of the site. The only sites which could be considered "underdeveloped" at this time are a limited number of vacant, smaller lots located in some of the older areas of the city and surrounded by developed properties. However, some intensification of development could occur with the provisions for second units on lots with existing, single-family dwellings under provisions enacted by the city.

## **C. Redevelopable Areas**

Formation of a redevelopment project area has been considered by the city in the past but has not been implemented due to the difficulty in establishing the existence of socioeconomic and/or physical blight and the lack of fiscal incentives. It is not likely that the city will pursue such an action in the foreseeable future. However, redevelopment of some areas of the city, especially those discussed in Chapter 2, Section E, could occur through the demolition and replacement of older structures.

## **D. Surplus Lands**

The city owns ten sites within its boundaries. The location, size and present and planned uses of each are summarized in Table 6. The city is not aware of any state- or federally-controlled land which has been identified as surplus and available for acquisition within the city.

There is a possibility that one or more properties which are now designated for school sites may not be developed as a school under the current General Plan. If these sites are recommended for a change in use and are not needed, they may become available for residential development.

# Table 5

## POTENTIAL RESIDENTIAL DEVELOPMENT

<u>AREA</u>	<u>GENERAL PLAN DESIGNATION</u>	<u>ZONING</u>	<u>ACRES</u>	<u>POTENTIAL UNITS</u>
1	RURAL	RE-1 AC	77.8	64
2	RURAL	RE-1 AC	370.0	156
3	LOW-MEDIUM	RPD-10 U	6.0	60
4	RURAL	RE-1 AC	27.5	22
5	RURAL	RE-1 AC	51.1	39
6	RURAL	RE-1 AC	23.66	14
7	RURAL	RE-1 AC	6.18	5
8	RURAL	RE-1 AC	14.4	7
9	LOW/LOW-MEDIUM	RPD-5, RPD-10	7.8	39
10	LOW-MEDIUM	RPD-10 U	1.9	14
11	LOW	R-1-10	2.0	4
12	RURAL/LOW	RE, R-1-10	1.3	3
13	RURAL	RE-1 AC	2.0	2
14	LOW/RURAL	RPD-4, RPD-2	15.0	56
15	LOW/RURAL		87.8	240
16	LOW	R-1-10	1.9	4
17	HIGH	RPD	19.85	496
18	MEDIUM	RPD-18 U	6.78	122
19	LOW, LOW-MED., HIGH	R-1, RPD-8, RPD-30	16.75	338
20	MEDIUM	RPD-18 U	1.0	16
21	LOW-MEDIUM/HIGH	RPD	1.0	22
22	MEDIUM	RPD-12 U	12.0	144
23	MOBILEHOME	RE	49.0	245
24	HIGH	RPD-20 U	26.0	520
25	LOW	RPD-5 U	43.0	158
26	LOW/LOW-MEDIUM	RE	97.4	508
27	HIGH	RPD-30U	6.6	160
28	HIGH	RPD-7 U	12.6	69
29	MEDIUM	RPD-12 U	1.3	11
30	LOW-MEDIUM	RPD-10 U	23.0	230
31	LOW-MEDIUM	RPD-8 U	15.2	122
32	HIGH	RPD-20 U	17.3	346
33	RURAL	RE	87.5	100
34	RURAL	RE-30 AV	65.7	70
35	RURAL	RE-30 AV	7.0	7
36	RURAL	RE-30 AV	35.9	27
37	RURAL	RE-30 AV	4.5	7
38	RURAL	RE-30 AV	130.98	169
39	RURAL	RE-30 AV	10.1	15
40	RURAL	RE-30 AV	9.0	12
41	RURAL	RE-30 AV	53.0	80
42	RURAL	RE-30 AV	49.1	74
43	LOW-MEDIUM	RPD	18.1	177
<u>TOTALS</u>			<u>2279.22</u>	<u>4974</u>



## **Table 5**

### **(continued)**

BASED ON ACTUAL NUMBER OF APPROVED UNITS WHERE A PROJECT HAS BEEN FILED FOR THE AREA. WHERE NO PROJECT EXISTS, POTENTIAL UNITS WERE CALCULATED AS FOLLOWS:

RURAL	1 TO 1.5 UPA (UNITS PER ACRE)
LOW	3.5 UPA
LOW-MEDIUM	7.0 UPA
MEDIUM	15.0 UPA
HIGH	25.0 UPA

OUTSIDE OF CITY LIMITS, BUT WITHIN SPHERE OF INFLUENCE.

#### ZONING DEFINITIONS:

RE	RURAL EXCLUSIVE
RE-1 AC	RURAL EXCLUSIVE (1 ACRE MINIMUM PARCEL SIZE)
RE-30 AV	RURAL EXCLUSIVE (30,000 SQ. FT. AVERAGE PARCEL SIZE)
RPD	RESIDENTIAL PLANNED DEVELOPMENT
R-1	SINGLE FAMILY RESIDENTIAL

## **E. Infrastructure Status and Limiting Physical Factors**

The city is served by two water reclamation plants. The Camarillo Sanitary District, with a designed capacity of 6,000,000 gallons with an operating capacity of approximately 5,250,000 gallons per day and currently servicing 4,000,000 gallons per day, is currently functioning at about 76% of capacity. Camrosa Water District serves the area easterly of Calleguas Creek primarily with a 1.5 million gallon per day plant at the Camarillo State Hospital with 350,000 gallons reserved for the hospital along with having 750,000 gallons per day reserved in the Camarillo plant. The treatment plants are intended to meet the projected General Plan buildout population for the city and may need to be expanded if developed County area which is not served by sewers is annexed or if land uses are changed increasing the demand on sewers. Individual sites will have varying amounts of utility extensions necessary. Some rural parcels will be served by individuals private septic systems until trunk lines reach the area.

Water is supplied by the city, Camrosa, and several private mutual water companies. All systems to some level depend on imported water from 17 turnouts of Metropolitan Water District (MWD) through Calleguas Municipal Water District. In addition the city, Camrosa, and Pleasant Valley Mutual operate 9 wells. System storage capacity is over 28,000,000 gallons per day. Mutual and private water companies serving the Heights and Estates portions of the city have limited capability due to the age of distribution systems and the size of waterlines which cannot always deliver present day water flow requirements. Water and sewer system extension to individual projects is presently the developer's responsibility with fees paid to cover major capital expenditures.

Gas, electricity and telephone are provided by Southern California Gas Company, Southern California Edison, and General Telephone. All systems are basically adequate or are upgraded as demands increase. Supplies of natural resources appear adequate.

Storm water runoff is handled by a developed flood control system maintained by the Ventura County Flood Control District with underground storm drains carrying runoff to them. Surface drainage utilizes streets until it reaches catch basins. Individual projects extend local storm drains or participate in reimbursement districts to defray trunkline installations. Downstream capacity is limited due to lack of improvements and maintenance by the County Flood Control District.

The school districts (Pleasant Valley Elementary School District and Oxnard Union High School District) charge school fees to help pay for buildings and facilities. Parks are developed and

maintained by the Pleasant Valley Recreation and Park District; part of their purchase funds or land dedication for parks come from fees or dedication requirements attached to subdivisions by the city through the Park Dedication Ordinance. The General Plan objective is to provide 5 acres of park land for every 1000 residents. The city has been unable to meet this objective so far. Actual development occurs after construction of dwellings in the park area.

To the extent possible, the city requires developers to provide roads and bridges or pay development fees to defray the costs. Other funding sources are also required to support large capital improvements. The city requires dedication and improvement of internal streets and bordering streets as part of the subdivision process. The city has constructed two major cross-town links including Adolfo Road and Upland Road to provide efficient circulation and alternate emergency routes.



## Table 6

### INVENTORY OF CITY LANDS

<u>Location</u>	<u>Size</u>	<u>Present Use</u>	<u>Planned Use</u>
West side of Conejo Creek, east of Rancho Road	20.00 Acres	Water reclama- tion plant	Same
Northwest corner of Woodcreek and Santa Rosa Roads	17.11 Acres	Fire station and undevelopable slopes	Same
Northwest corner of Beardsley Road and Ramona Drive	18.67 Acres	Flood Control	Same
South of Grandview Drive, west of Glenn Drive	9.74 Acres	Corporation Yard	Same
Southwest corner of Carmen and Ponderosa Drives	8.3 Acres	City Hall and park	Same
Northwest of Calle Alberca	2.29 Acres	Water reservoir	Same
Las Posas Road, west of Getman Street	1.44 Acres	Historical Museum	Same
Southwest corner of Crestview Avenue and Newgate Street	1.03 Acres	Water reservoir	Same
North of Antonio Avenue, east of Ponderosa Drive	1 Acre	Water reservoir	Same
Northwest corner of Palm Drive and Chapel Drive	.50 Acre	Police Station	Same

## **CHAPTER FOUR**

### **HOUSING NEEDS**

Housing needs can be classified as those associated with current city residents and those related to potential and future residents. The characteristics of each are evaluated in this section.

#### **A. Current Housing Needs**

The housing needs of the city's existing residents are related to affordability, suitability and special group needs.

##### Affordability of Housing

The 1983 Regional Housing Allocation Model (RHAM), formulated by the Southern California Association of Governments (SCAG), has been superseded by the 1988 Regional Housing Needs Assessment (RHNA) numbers.

Future need in the 1988 assessment is also dealt with in a way similar to the previous RHAM. It is defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted growth in the number of households by July 1, 1994, as well as the number of households by July 1, 1994, as well as the number of units that would be added to compensate for anticipated demolitions and changes to achieve an "ideal" vacancy rate.

The future need additional units are then further broken down by the income level of the households that they are supplied for. The four household income categories used are defined by State law. They are "very low" (less than 50% of median), "low" (50% to 80% of median), "middle" (80% to 120% of median) and "upper" (more than 120% of median).

The state law requires that in allocating this percentage distribution by income level for each city, further "impaction", or concentration of lower income households, be avoided. This means that the percentage distribution of very low and low income households accommodated by additional units should be less than the existing percentage of such lower income households in jurisdictions that already exceed the regional average percentage of such households. These jurisdictions are called "impacted" jurisdictions.

The State Housing Element Law calls for each jurisdiction to continue to house the total number of households in each income group which it has on the beginning date of the plan, plus the

households, by income group allocated to it as future needs. The intent of the future needs allocations by income group is to relieve lower income impaction.

### Housing Affordability

First-time homebuyers face the greatest difficulty in acquiring affordable ownership housing, due to insufficient assets, insufficient monthly income and/or an inability to qualify for a loan. Compounding this situation are high prices and interest rates. The monthly payments associated with a home in a recently opened condominium development in Camarillo priced at \$170,000 with a down payment of \$34,000 (20%) and an adjustable interest rate of 9.0%, amount to approximately \$1,400 per month including principal, interest, taxes and homeowners fees. The developer indicates an income of approximately \$4,175 per month would be required for an annual income of 50,100. This places the unit just within 120% of the median income of the county. With the current County median income of \$43,600, lower and moderate income families are effectively priced out of the housing market.

### Suitability of Housing

Based upon certain information reported by the 1980 Census, it appears that only a few residents occupy units which are not fully equipped with modern amenities. The Census identified 29 units which lacked complete plumbing for the exclusive use of the occupants (affecting 55 persons), 55 units which did not have complete kitchen facilities and 48 units which lacked any kind of heating equipment. As more than one of these characteristics may be found in a unit, it is difficult to estimate how many units actually lack amenities. It is likely that some units in these categories are guest houses or trailers being used as living quarters.

### Special Needs

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances, including minority households, large households, single-person households, handicapped persons, the elderly and farm workers. Each special needs group as it related to the city is briefly discussed below.

#### . Minority Households

As notes in Chapter One, Section D and Table 1, Spanish American and American Indian families are overrepresented in the city's lower income categories. Housing opportunities for these households will be enhanced through the expansion of the city's affordable housing stock.



. Large Households

A steady decline in average household size has led to the related downsizing of units. This trend limits the ability of some large households (five or more persons), who may also be of lower income, to find adequate housing and contributes to overcrowding. Approximately 12.6% of the city's 1980 households have five or more members; the percentage of renter households for those 1,675 households (in 1980) was slightly lower than that of the city as a whole. This characteristic appears to indicate that large households as a group are in no greater need of housing than the populace at large.

. Female Heads of Households

In 1980, of the 13,315 households in the city, 6.5% or 864 are headed by a female, 54 of these have children. There were 331 families below the poverty level in 1979, 95 of these were female households and 81 of those had children. The ethnic breakdown of the female headed households parallels the Citywide racial composition except the white female households are a slightly larger percentage and Spanish slightly less. While female headed households represent a small portion of households, they make up a significant part of the households below the poverty level.

. Handicapped Persons

In 1980, about 1,886 people between 16 to 64 have a work disability; 394 people in this same age bracket have a public transportation disability. Of those over 65, 493 or about 10% of the elderly have a public transportation disability. The Census definition of disability may not have a physical handicap that hinders access to dwelling units but it indicates that 6% or less of the population have some physical limitation. Housing opportunities for the handicapped can be maximized through housing assistance programs and providing design features such as widened doorways, ramps, lowered countertops, single-level units and ground floor units.

. The Elderly

There were 4,806 people 65 years old or older in 1980 and of these 170 persons were below the poverty level in 1979. This 3.5% of the elderly is very low and is less than the county level. One hundred seventeen of these individuals were in non-family households. Many elderly are dependent upon lower, fixed incomes and a high percentage are disabled. Elderly homeowners may be physically unable to maintain their homes or cope with living alone. The housing needs of this group can be answered through the provision of smaller units, second units on lots with existing homes, shared living arrangements, congregate housing and housing assistance programs.

## . Farmworkers

RHAM estimates that in 1980, there were 129 lower-income farmworker households in the city. The special housing needs of many farmworkers stem from their low wages and the insecure nature of their employment. The housing opportunities for farmworkers can be enhanced by expanding the city's affordable housing stock, especially in the agricultural and rural residential zones.

### Summary

The analysis of current housing needs contained in this chapter indicates that of primary concern are the almost 1,400 lower-income households who are paying more than 30% of their income for housing. Efforts should be focused on meeting these needs through the provision of affordable rental and for-sale units.

## **B. Future Housing Needs**

In addition to addressing current housing needs, state law requires the city to provide for its share of regional housing needs. SCAG has determined the 1989-1994 housing needs for its jurisdiction, which includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and has estimated the number of units which the city will be expected to accommodate during this period as its share. These needs were forecast by the 1988 RHNA, which considered, on a regional and local level, market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, the type and tenure of housing need, and the housing needs of farmworkers.

According, to the model, 2,923 housing units would need to be added to the city's January 1, 1989 total households (estimated at 18,180 by July 1, 1994 to fulfill the city's share of regional housing needs (assumes a 5% vacancy rate). Based on the distribution of regional income, this total can be further divided among HUD's four income groups to identify the types of households to be provided for, as follows:

### Future Housing Unit Needs by Income Group

Very low	449
Low	544
Moderate	616
Upper	<u>1,312</u>
Total	2,923

The city adopts these numbers as their own.



## CHAPTER FIVE

### CONSTRAINTS ON HOUSING DEVELOPMENT

The production and cost of housing in the city are directly related to the limitations discussed in this section, which can generally be divided into non-governmental and governmental constraints.

#### A. Nongovernmental Constraints

Non-governmental constraints on the provision and cost of housing include the availability of financing, the price of land, the cost of construction, and the design of housing.

##### Financing Costs

The California Housing Plan 1982 concluded that of all the factors which have hurt the California housing market, high interest rates are clearly the most debilitating. The Plan states that:

"Financing has significantly increased as a major component of housing cost over the past decade. Developers have had to pay higher interest rates on land, improvements, and construction loans, and have had to pass these costs on to homeowners in the form of higher prices. Home purchasers have also had to pay higher mortgage interest rates, which have more than doubled from about 8% in the late 1960's to a high of approximately 18% in 1982 (to approximately 10.5 at present). High and volatile national inflation rates have necessitated higher mortgage interest rates to attract capital into the housing market. High or variable interest rates are currently necessary for home mortgages to compete with other capital investments."

In monitoring new construction sales, re-sales of existing homes, and permits for remodeling, it would not appear that redlining is practiced in any area of the city. Financial institutions offer a variety of fixed rate and adjustable loan programs for financing with down payments of 5, 10, 20 or more percent. With the price of homes having increased significantly in the county (Ventura County has the second highest median home prices in the state), comparable sales are available to ensure that appraisals do not adversely affect loan processing.

Camarillo is similar to most other suburban communities with regard to home financing programs in the private sector. The



city also offers low interest loans through its Community Development Block Grant Program for home improvements in a couple of neighborhoods to help maintain existing housing unit.

#### Construction Costs

The Construction Industry Research Board reports that construction costs have steadily decreased as a percentage of housing costs, from 56% in 1970 to 42.5% in 1980. Nevertheless, the construction cost per square foot for a typical new, single-family residence in the Los Angeles area increased three-fold in the past decade, an increase which out-paced inflation by nearly 40%.

New construction for upscale single family homes cost approximately \$40 per square foot for a finished unit including floor coverings. The units have tile roofs, stucco walls, wood trim, double pane windows, and designer features in the kitchen and baths. This amount does not include land costs, finished lot costs, marketing costs, permit fee, landscaping, or developer's profit.

A comparison of retail costs for finished homes is typified by the following comparison as of December 1989.

AVAILABLE UNITS  
(New Tract construction)

	<u>Price Range</u>	<u>Size of Units Sq. Ft.</u>	<u>Value \$/Sq.Ft.</u>	<u>Lot Size Sq. Ft.</u>
<u>Single Family Detached</u>				
<u>Las Posas North</u>	\$310,000 to 410,000	1641 to 2482	165.19 to 188.91	7,700
Fairfield	\$223,500 to 248,900	1131 to 1501	165.89 to 197.61	4,200
Marlborough Hills	\$410,000 to	2140 to	157.85 to 201.45	30,000
Regency	\$477,500 to 486,500	1599 to 2811	173.07 183.72	30,000
<u>Single Family Attached</u>				
Mission Ridge	\$207,500 to 235,000	1117 to 1583	148.45 185.77	Condo
Miramonte	\$169,990 to 199,990	1000 to 1420	140.84 169.99	Condo
Palm Colony	\$229,900 to 259,900	1736 to 1954	133.01 132.43	Condo

Source: Market Bulletin: Third Quarter 1989  
Continental Lawyers Title Company

### Land Costs

The cost of improved land as a percentage of new home costs has risen steadily since 1970, increasing Statewide from 21.0% to 27.8% in 1980 and has remained around 27% in 1989. Land costs include the cost of raw land, site improvements, and all costs associated with obtaining governmental approvals.

### Housing Design

The product types and designs offered by housing developers also affect the provision and cost of housing. The highly desirable city environs have encouraged the development of units with extensive amenities such as private yards, enclosed garages, fireplaces, abundant landscaping, recreational facilities and architectural embellishments. Although a market exists for higher-priced homes, the provisions of such amenities does not result in the city's affordable housing stock being augmented.

## **B. Governmental Constraints**

Constraints on the provision of housing which could be attributed to governmental actions include land use controls, development standards, fees, codes, review procedures, regional plans and funding limitations. Each constraint and its effect on housing is discussed below.

### Land Use Controls

As indicated in Chapter Three, Potential Residential Development, as estimated 4,974 dwelling units could be constructed in the city under the General Plan within a wide range of densities. The timing of construction, however, is affected by the city's Residential Development Control System which requires the obtaining of a "development allotment" prior to the issuance of building permits for residential projects (except certain exempt projects). The City Council is generally permitted by Title 20 to award allotments for 400 non-exempt residential dwelling units each year (except for 700 units for the first year), plus or minus up to 10% at the Council's discretion.

The Residential Development Control System is the result of an initiative adopted at a special election on June 2, 1981. The basis for the measure involved a desire to control the quality, distribution and rate of growth within the city in order to preserve its character, create a balance of housing types and provide for needed public facilities and services in an efficient manner. The provisions of the title will expire on December 31, 1995.

Under the system's provisions, all residential projects, except those involving four or fewer units, or subsidized low income or



senior citizen projects, are evaluated by the Residential Development Evaluation Board (i.e., the Planning Commission) according to criteria related to the availability of public facilities and services, the quality of design and the contribution made to the public welfare. The projects are then awarded points and ranked according to total points given. The City Council considers the recommendations of the Board and grants development allotments from the ranking list. The Council may revoke an allocation if construction has not commenced within two years from the date of its award.

The system is not considered a constraint on the city's ability to provide for the additional 2,923 housing units estimated by SCAG to be needed between 1989 and July 1, 1994, as demonstrated by the following table:

Housing Sources 1989 - July 1, 1994

1989 - 1994	2,000 units	
Allocated but not permitted	594	"
Under construction	367	"
Exempt subsidized	492	"
Exempt (other)	130	"
Annexations	52	"
	<hr/>	
Total		3,635 units
Projected demolitions		32 "
Potential additional units for 5 year period		<hr/> 3,603 "

Project Review and Processing

The evaluation and review process required by city procedures may contribute to the cost of housing in that holding costs incurred by developers during the process are ultimately manifested in the units' selling prices. For projects subject to the provisions of the Residential Development Control System (RDCS), this process takes a minimum of nine months, as applications are accepted for filing only between August 1 and December 31 of each year, with development allocations awards given in August of the following year.

During this time, however, an environmental assessment is performed according to the California Environmental Quality Act, the project is reviewed by the Development Advisory Committee to determine conditions of approval and a public hearing is held before the Planning Commission (and the City Council where necessary). Therefore, the RDCS process is not considered a significant constraint because the larger developments subject to the system would normally require this period of time to process. Further, the city is required by state law to act on a complete application within one year.

### Fees, Improvements and Dedications

Various fees and assessments are charged by the city to cover the costs of processing permits and providing services and facilities, such as utilities, schools and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or on the extent of the benefit which will be derived. Table 7 shows the development fees which would be associated with an 86-unit, single-family detached residential project on 29 acres of land. As can be seen from Table 7, school fees represent the largest single development fee, followed by sewer improvements and park and recreation fees. Development fees are estimated at \$11,161.93 per unit.

The city's development fees are compared to those of five other local jurisdictions in Table 8. Significant additional fees which are assessed by other entities include a bedroom tax (Thousand Oaks and Ventura), traffic signal fee (Thousand Oaks) and a general capital improvement/new development tax (Ventura and Simi). Overall, the city ranks sixth highest in the amount of development fees imposed. Therefore, the city's development fees are not considered exorbitant and a significant constraint on the development of housing.

In addition to on-site improvements which may be required as part of a project's development, off-site improvements may be imposed which are necessary for the public health, safety and welfare. Such improvements may include water, sewer and other utility line extensions, street construction and traffic control device installation which are reasonably related to the project.

Dedication of land or in-lieu fees may also be required of a project for rights-of-way, transit facilities, recreational facilities and school sites, consistent with the Subdivision Map Act.

### Building Codes

The city's building codes are based upon the State Uniform Building, Plumbing, Mechanical and Electrical Codes and are considered to be the minimum necessary to protect the public's health, safety and welfare. No additional regulations have been imposed by the city which would unnecessarily add to housing costs. Due to the relative newness of most of the city's housing stock, code inspections and enforcement are limited to new construction and responding to complaints or voluntary requests.

## Table 7

### SUMMARY OF DEVELOPMENT FEES FOR TYPICAL RESIDENTIAL PROJECT<sup>1</sup>

(MAY, 1989)  
(Revised December, 1989)

<u>Type of Fee</u>	<u>Amount</u>
Planning Fees <sup>2</sup>	\$ 4,370.00
Final Map processing	3,901.00
Public Works plan checks	26,534.00
Public Works inspection	51,417.00
Sewer improvements	175,885.00
Water improvements	104,558.00
Park and recreation	165,000.00
School	234,780.00
Flood control and drainage	43,516.00
Bridge policy	77,590.00
Lighting District annexation	230.00
Geology-soils review and	
Grading plan checks and permits	3,975.00
Structural plan check and permits	<u>68,116.00</u>
 Total Development Fees	 \$ 959,926.00
	\$ 11,161.93 per unit
 Police Facility (\$539/DU) and Traffic Impact fee (\$3600/DU) included with any unit receiving an allocation for 1990 or later	    \$ 15,300.93 per unit

<sup>1</sup>Calculations based on:

- a. 86 units on 29 acres; 7,500 square feet lots
- b. 43 - 1,500 square foot units + 400 square foot garage  
43 - 2,000 square foot units + 400 square foot garage
- c. 205,700 cubic yards of grading
- d. 2,367 linear feet of sewer line
- e. 2,391 linear feet of water line.

<sup>2</sup>Does not include possible cost for environmental impact report.

Source: City of Camarillo Engineering Services Department



## Table 8

### COMPARISON OF DEVELOPMENT FEES

<u>JURISDICTION</u>	<u>DIFFERENTIAL</u>
Ventura	100.0%
Oxnard	99.9%
Ventura County	93.2%
Thousand Oaks	90.6%
Camarillo*	90.1%
Simi Valley	69.4%

\*Includes Traffic Mitigation and Police Facility fees effective January 1, 1990. (Note: Approximately 356 units are exempt from fee.)

(Does not include school fees in comparison).

May 1989  
Revised December 1989

### Development Standards

Much of the city's vacant residential land is zoned RPD (Residential Planned Development). The provisions of this zone allow for maximum flexibility in terms of lot sizes, setbacks, yards, height and distances between buildings. No minimum unit sizes are required in any zone, thereby permitting a wide range of unit types.

The city does have a parking requirement for two enclosed spaces per single- or two-family, cluster and townhouse family dwelling units. It is felt that this requirement guards public health and safety by discouraging burglaries and slowing the spread of fires, and that the initially higher cost is offset by long-term savings in police and fire service costs. This requirement is also seen as a means of enhancing the community's appearance. The city also has requirements for usable open space to provide the passive and active recreational opportunities, as well as sufficient light and air.

These development standards continue to be viewed as necessary to protect the public health, safety and welfare and maintain the quality of life, and are not considered constraints on the development of housing. Parking and open space requirements have been reduced in the past for affordable and senior citizen housing projects.

The city has adopted procedures for a density bonus program or commensurate reduction in development standards to assist the development of housing units in accordance with state law. This program has only been used for a limited number of units as developers have not appeared to be overly eager to the limitation on resale/rental rates to maintain affordability. Generally the density allowed for the product seems to be adequate. This is based to a great degree on the city's ability to offer a range of residential densities (see Table 5).

### Regional Plans

In response to the Federal Clean Air Act, the Ventura county Air Quality Management Program (AQMP) has established countywide population limitations in order to attain Environmental Protection Agency standards. These limitations are also consistent with those established for the 208 Area-wide Waste Treatment Management Plan. The City Council has established population per unit factors for various types of dwelling units to assure that the city's AQMP and 208 limits are not exceeded. Allowing for the population expected to be generated by a maximum of 400 units per year, as well as some population associated with projects exempted from the development allocation process, no problems are anticipated in meeting these limitations.

### Funding Limitations

Federal and State funding for housing programs have dramatically declined in recent years and future availability is highly uncertain. The city's ability to utilize some forms of funding is hindered (1) by a limited electorate-granted authority to develop, administer and acquire certain kinds of low-rent housing (Article 34 authority), (2) by the absence of a private, nonprofit housing development corporation, and (3) by the lack of an established redevelopment area.

Further, the effectiveness of some federal programs currently being employed in the city are hampered by federal policies. The Section 8 Housing Assistance Payments Program's fair market rents (including utilities) are presently set at the following levels, by the number of bedrooms in the unit:

<u>No. of Bedrooms</u>	<u>Maximum Rent</u>
0	492
1	574
2	675
3	844
4	946

A survey of city apartments indicates that current rents substantially exceed these limits. Studio units are renting for \$550 to \$650, one-bedroom for \$570 to \$715 and two-bedrooms for \$650 and more (including some utilities). A substantial number of the city units presently involved in the Section 8 program are located in Ponderosa Village, a federally-subsidized elderly/handicapped housing project. The city presently has approximately 200 Section 8 units plus contracts with 213 senior units and 160 family units without Federal or State Assistance.

The city's financial resources opportunities have been greatly impacted by the state's preference for Community Development Block Grant (CDBG) funds to jurisdictions who have not enacted restrictions on housing development. CDBG funds often represent the most important funding source to entities for the provision of housing and community improvements. The city has successfully used these funds in the past to rehabilitate 17 units and construct capital improvements in a targeted area. The city is currently participating with the county for CDBG funds and will continue as long as authorized by population levels. Denial of these funds to the city will severely limit its ability to financially support an adequate housing program and to leverage funds from other sources.

### Nonprofit Corporations

Cabrillo Economic Development Corporation, a nonprofit housing organization, was formed in response to a perceived need for



affordable housing in the Ventura County area, especially for families, the handicapped and the elderly. The group has requested funding under the city's CDBG program. The city continues to work with the Ventura County Area Housing Authority but may authorize some funding to the group if specific programs that benefit the city arise.

## **CHAPTER SIX**

### **HOUSING GOALS AND POLICIES**

#### **A. Housing Goals**

It shall be the goal of the City of Camarillo to:

- . Protect the qualities that have created a highly desirable living environment in the city.
- . Encourage the availability of a variety of housing designs, tenures and prices to meet the needs of present and future city residents.
- . Ensure that the quality of residential development is adequate to protect the health, safety and general welfare of city residents.

#### **B. Housing Policies**

In order to further these goals, it shall be the policy of the City of Camarillo to:

- . Preserve the high quality of the city's existing housing stock and residential environment.
- . Meet the city's local housing needs to the maximum feasible extent.
- . Fulfill the city's share of regional housing needs to the maximum feasible extent.
- . Create and maintain a supply of affordable housing within the city.
- . Promote accessibility to housing opportunities by all households, regardless of income, race, color, religion, sex, marital status, age, household size or physical disability.

## CHAPTER SEVEN

### HOUSING PROGRAM

The city's housing goals and policies are implemented through its housing program. This chapter describes the city's current housing program, summarizes state housing program provisions which apply to the city and sets forth a five-year program of actions the city intends to take through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available.

#### A. Current Housing Program and Recent Actions

The city has taken a number of actions in the past to further the provision of housing and improve the city's existing housing stock. Many of these are described below.

##### Provision of Adequate Sites

As described in Chapter Three, 43 vacant sites have been designated in the General Plan with a wide range of residential classifications and densities, which would permit the construction of approximately 4,974 additional units.

##### Encouragement of Elderly and Affordable Housing

Low-income and senior citizen housing projects are encouraged within the city by exempting them from the requirements of the Residential Development Control System if they are funded or subsidized pursuant to local, state or federal laws or programs.

Additionally, the city's zoning ordinance allows for a 50% reduction of parking requirements for elderly housing projects and waives the requirement that parking be covered. These provisions were taken advantage of by the Ponderosa Village project, a HUD design award-winner constructed through the Federal Section 221(d)(4) program. The project is occupied by 90 elderly and handicapped households under the Section 8 Housing Assistance Payments Program.

The city has also modified development standards in the past for projects containing affordable housing. As an example, an apartment project with 25% of its units provided for low or moderate-income occupants was granted a reduction in covered parking requirements and a waiver of recreational vehicle parking requirements, and was allowed to construct carports instead of enclosed garages. It was also allowed to set aside the park fees as long as the project maintains its affordable level.

### Provision for Mobile Homes

In addition to the Mobile Home Park Development Zone, mobile homes are permitted in the single family residential zones (RE, R-1, RPD), thereby facilitating the construction of housing which is frequently of lower cost than conventionally-constructed units.

### Raemere Street

The City Council in 1984 reaffirmed its commitment to preserving the city's affordable housing stock by adopting land use designations for the area which will basically maintain the neighborhood's existing character.

### Unit Rehabilitation

In 1979, the city used CDBG funds to rehabilitate 17 units in the Barry Street neighborhood, a targeted area. Capital improvements, including curbs, gutters and sidewalks, were installed as well, using CDBG monies. Under the more recent CDBG program, the city has thus far received 11 applications for rehab work during 1988-89. The applications have been processed and 9 loans have been funded.

### Area Housing Authority

The city maintains membership in the Area Housing Authority of the County of Ventura, which administers the Section 8 Housing Assistance Payments and Moderate Rehabilitation Programs. The Housing Assistance Payments Program presently aids 206 households in the city (including 39 elderly and 9 disabled households) by paying the difference between 30% of an eligible household's income and the actual cost of renting a unit.

### Coordination of Permit Processing

The Planning Department provides for coordination of project review and decision making, and the provision of information regarding the status of all applications and permits for residential developments.

### Maximum of Desirable Development

The Residential Development Control System represents one of the city's most important techniques of maximizing the quality of residential development in the city and minimizing its impacts. It favors those projects which have the least impact on city infrastructure, services, trees, natural topography and the physical environment. The system also encourages a high quality of design and the provision of public facilities. Bonus points are given to projects which represent the infilling of a neighborhood and projects which provide affordable housing.



### Conservation of Energy and Water

In addition to the energy and water conservation measures required of residential development by the State Subdivision Map Act and the Uniform Building Code, the city encourages conservation by awarding points under the Residential Development Control System for the following features:

- . Automatic sprinkler controls.
- . Sprinkler controls equipped with automatic rain shut off control.
- . Use of drought resistant, low water use plant materials.
- . Sensor devices used to regulate sprinkler activity.
- . Drip irrigation system employed where most appropriate.
- . Landscaping of at least one model home with low water use plants and materials with literature and signs pointing out landscape design purpose.
- . Other significant water conservation features as approved by the Board and/or the City Council.
- . Solar water heating system installed to serve all dwelling units.
- . Effective solar space heating system installed to serve all dwelling units.
- . Heat pumps installed in all units.
- . Units preplumbed for solar water heating system.
- . Features capable of conserving 10% or more of a building's total annual energy use.
- . Solar access plan prepared.
- . Units sited to maximize effectiveness of passive solar features considering sun angles, wind direction, natural ventilation and shading devices.
- . Renewable energy power generation features.
- . Landscaping plan designed to consider solar energy benefits.
- . Pool equipment with solar water heating or deed restriction requiring pool solar water heating for future installation.
- . Hot water pipes insulated.

- . Forced air units and water heaters equipped with automatic timers.
- . Southern orientation windows shaded with eave projections, louvers, shutters, trellis or similar shading devices.
- . Exterior lights utilize high intensity, low voltage discharge lamps.
- . Other significant energy conservation features as approved by the Board and/or the City Council.

#### Design Flexibility

Much of the vacant, residentially-designated land within the city is zoned "RPD Residential Planned Development". This zone specifically encourages the use of innovative approaches in residential design and allows general departures from standard design principles. For development greater than four units per acre in density, flexibility is permitted in lot area, lot dimensions, setbacks, separation between buildings and building height.

#### City Sponsorship of Low-Rent Housing

In 1981, the city placed a measure before the voters of Camarillo which would have granted it the authority to develop, construct and acquire low rent housing (Article 34). The measure was approved in June of 1984 and authorized 2% of existing households to be developed for low income.

#### Provision for Farm Labor Housing

Farm labor housing for farm workers and their families is permitted in several of the city's residential and agricultural zones. Both permanent and temporary housing are allowed in the Rural Exclusive and the Exclusive Agricultural Zones.

#### Minimization of Condominium Conversion Impacts

In the case of the Camarillo Springs Mobile Home Park conversion, the following conditions of approval were imposed to protect existing tenants:

- a. The payment of \$1,000 for relocation assistance to each tenant who moves his home out of the park as a consequence of conversion.
- b. The granting of a priority right to tenants to purchase the lot under their mobile home for a period of twelve months from the date the property is first offered for sale.

- c. The offering of discounted sales prices to existing tenants for the first nine months.
- d. The granting of a privilege to remain as residents on a rental basis as long as desired, with defined rent increases.

#### Provision for Second Units

The city has amended the Zoning Ordinance to permit a second dwelling unit on existing developed single-family lots to house one or two persons. This ordinance has resulted in additional units of this type, thereby significantly increasing low-cost residential opportunities for the elderly. Thus far 19 applications have been received and approved.

#### Low Cost Rentals

The rental of rooms within a dwelling to up to two persons in addition to members of the family occupying the dwelling is permitted in the R-1 (Single Family Dwelling) and RPD Zones, which maximizes the use of the city's existing housing stock.

#### Presubmittal Conference

The city's processing system provides for a "presubmittal conference", at which an applicant is acquainted with the information and fees required by each department and agency. Site and architectural plans are also reviewed for consistency with city standards. This conference allows the applicant to determine the feasibility of the project in light of these requirements.

#### Rent Review Committee

Two rent review commissions have been established by the City Council to assist in resolving rental disputes between tenants and landlord. The Rent Review Commission for Multi-Family housing assists in the solution and/or settlement of rental disputes in connection with multi-family residential facilities of five or more units. The Commission determination is only advisory to tenants and landlords, and is not appealable or subject to any review by the City Council. Complainants may be charged a fee to cover the cost of stationery, postage, clerical support and telephone charges.

Similarly, the Rent Review Commission for Mobilehome Parks assists in the resolution of rental disputes by reviewing proposed rent increases if petitioned to do so by one or more tenants. The Commission evaluates the proposed increase based on actual and anticipated park operating expenses, and income, vacancy rates, length of leases and other information to reach a recommendation. If any party finds the recommendation



unacceptable, the matter is submitted to binding arbitration, the cost of which is borne equally by the park owner and the petitioning tenant(s). The arbitrator is guided by the criteria established by the City Council in determining what a fair and just return is. The arbitrator's determination is final and conclusive.

#### Residential Mortgage Revenue Bonds

The city has authorized participation in a County-administered Residential Mortgage Revenue Bonds Program which was created by the Mortgage Subsidy Bond Tax Act of 1980. Under this program, the proceeds of tax-exempt bond sales are used to provide below market interest rate mortgage loans primarily to first-time buyers within low- and moderate-income groups.

Pardee Construction Company had reserved a portion of the total program funds available to acquire home mortgages. Pardee had originally intended to offer the program as part of three projects in the city, all of which are located in "targeted areas." To be eligible for purchase, the acquisition cost of a home may not exceed 110% of the average area purchase price for homes which have not been previously occupied.

The mortgagor's income may not exceed 120% of County median household income for approximately two-thirds of the units and 150% for the remainder. Purchasers of the units in targeted areas are not required to be first-time home buyers and could use the equity in an existing home toward the purchase of one of the units. It would, therefore, be possible for households with income substantially below the median to qualify for a mortgage loan.

Pardee had utilized this program in at least one development when the interest rate financing made it attractive to buyers when market rates were 14% to 18% and prices for units could qualify.

## **B. STATE HOUSING PROGRAM**

The State of California has formulated an aggressive program directed at providing and improving housing. Implementation by the city of state housing law and policy represents an affirmative, significant effort in and of itself. This section briefly summarizes some of the more important state laws associated with the provision of adequate housing.

#### Density Bonuses

Cities and counties must give a density increase of at least 25% over the otherwise maximum allowable residential density under the Zoning Ordinance and the Land Use Element of the General Plan (or bonuses of equivalent financial value) to builders who agree to construct housing developments with 25% of the units

affordable to low or moderate income households or 10% of the total units affordable to lower income households.

#### Second Units

State law facilitates the creation of units without additional land costs by permitting jurisdictions to allow second units in single-family zones if they conform to certain criteria.

#### Fair Housing

State law prohibits discrimination in the development process against housing projects for low and moderate income households.

#### Mobile Homes

State law precludes local governments from prohibiting the installation of mobile homes on permanent foundations on single-family lots. It also declares a mobile home park to be a permitted land use on any land planned and zoned for residential use, and prohibits requiring the average density in a new mobile home park to be less than that permitted by the applicable zoning ordinance.

#### Affordable Housing on Surplus Lands

State law gives priority to the use of surplus land for the development of low or moderate income residences and provides for its sale to local governmental agencies at less than market value for that purpose.

#### Excess Building Standards

State law prohibits the imposition of building standards that are not necessitated by local geographic, climatic or topographic conditions and requires that local governments making changes or modifications in building standards must report such changes to the Department of Housing and Community Development and file an express finding that the change is needed.

#### Residential Energy Conservation

State law requires all new construction to comply with "energy budget" standards which establish maximum allowable energy use from depletable sources. These requirements apply to such design components as structural insulation, air infiltration and leakage control, setback features on thermostats, water heating system insulation (tanks and pipes) and swimming pool covers if a pool is equipped with a fossil fuel or electric heater. State law also requires that a tentative tract map provide for future passive or natural heating or cooling opportunities in the subdivision, including designing the lot sizes and configurations

to permit orienting structures so as to take advantage of a southern exposure, shade or prevailing breezes.

#### Residential Water Conservation

State law requires all new residential units to be equipped with water-saving fixtures.

#### Expedited Processing

Housing projects containing at least 25% of the units for low- or moderate-income families are exempt from the three-times-per-year restriction on amendments to mandatory elements of the General Plan.

#### Fees Limitations

State law, including the recently enacted AB 1600, limits fees charged for zoning variances, zoning changes, use permits, building permits and the processing of maps under the provisions of the subdivision Map Act to the estimated reasonable cost of providing the service for which the fee is charged.

#### Substandard Unit Improvement

State law prohibits owners of substandard rental dwellings cited for code violations from taking State income tax deductions for interest, taxes and depreciation. Extra tax revenues collected under this provision go to local governments to support code enforcement efforts, to build low and moderate income housing, and to minimize neighborhood displacement.

#### Mortgage Redlining

Under State law, it is illegal for State-chartered savings and loans to discriminate against entire neighborhoods in lending practices because of the physical or economic conditions in the area.

#### Arbitrary Discrimination

State law prohibits arbitrary discrimination in real property transactions on the basis of sex, race, color, religion, ancestry, or national origin.

### **C. Five Year Action Program**

A review of the type and amount of development over the past five years in comparison to the projected numbers provided a basis for the next five-year program.



# PROJECTED

	<u>Annual</u>	<u>5-Year</u>
Very Low Income	78	(392)
Low Income	95	476
Moderate Income	108	538
Upper Income	<u>229</u>	<u>1,144</u>
Total	510	2,550

# COMPLETED BY HOUSING TYPE

	<u>5-Year Total</u>
Second Units	14
Manufactured Homes	125
Condominiums	372
Apartments	338
Zero Lot Line	113
Attached Single Family	49
Single Family Detached	<u>1,485</u>
Total	2,496
Rented Rooms	NA

The number of room rentals is not able to be determined. The Zoning Ordinance allows for renting of rooms and the city actively supports a "Senior Share" program.

The income categories of the types of housing units cannot be easily classified. The variety of units represent a mix which typifies a range of economic segments. Thirty-nine of the apartment units were developed under a rental rate agreement with the remainder developer as one-, two-, or three-bedroom units. A portion of the single-family detached includes smaller lot developments with a range of units built at 8, 5, 4, and 1 unit(s) per acre.

Of the 2,490 units completed over the past five years, 179 units were built as exemptions to the city's growth program. The city has also approved projects totaling 556 units as exemptions with many of those 556 units beginning construction. This includes a 305-unit senior apartment project, a 160-unit apartment complex, and a 27-unit family apartment project.

This section sets forth a five-year schedule of actions the city intends to take to implement the goals and policies contained in Chapter Six. The agency responsible for each action and the implementation time frame are identified for each measure.

In order to achieve these goals to the maximum feasible extent, the city will implement the following measures in addition to continuing the current housing program.

#### ANNUAL (FIVE-YEAR) HOUSING GOALS

	<u>5 Years</u>	<u>Annual</u>
Total Units	2,921 DU	584 DU
Very low	449 DU	90 DU
Low	544 DU	109 DU
Moderate	616 DU	123 DU
High	1,312 DU	262 DU

Figures include:

Household Growth 7-89 to 7-94	2,598 DU
Vacancy Adjustment	293 DU
Demolition	32 DU

Source: 1988 RHNA

## D. Housing Programs

(Includes previously approved and recently proposed programs)

### 1. Affordable Housing Agreement

In order to maintain a supply of affordable housing within the city, maximize the provision of affordable units to eligible households and preclude windfall profits, require developers of projects including affordable housing units for which a density bonus exemption or other incentive(s) has been granted to enter into an Affordable Housing Agreement which:

- a. Establishes the sales prices of the affordable units
- b. Establishes the number, type, and phasing of affordable units
- c. Limits through deed restriction for a period of 12 to 30 years the initial and subsequent purchasers of affordable units to those certified by the city as being eligible households
- d. Requires affordable units to be owner occupied

- e. Allows affordable units to be sold by the developer without restriction beginning six months after the dates sales first began for that unit's development phase if unable to sell at specified price
- f. Limits the resale price of an affordable unit to that which is affordable to the same income category as the seller for a period of 12 to 30 years
- g. Provides for the city to receive any proceeds of the last sale or transfer under the terms of the agreement which are in excess of the amount at which the unit could be purchased by the appropriate income group, with such proceeds to be used in the city's Affordable Housing Program.

Responsible Agency: City Council

Time Frame: This program has been in effect during the past five years since adoption of the prior Housing Element and will continue to be in effect during the next five-year increment.

Present Limitations: None

Proposed Changes: Not required.

Results: Limited results as noted under Section 7.c but will be utilized wherever possible during the next five-year increment.

## 2. Design of Affordable Housing

In order to minimize the differentiation between affordable and market rate units, require that affordable units included within a project for which a density bonus, exemption or other incentive(s) has been granted are:

- a. Similar in exterior appearance to market rate units of like plan type and may include alternate equipment
- b. Available equally in each development phase
- c. Distributed among the three target income groups (Very Low, Low and Moderate).

Responsible Agency: Planning Department

Time Frame: This program has been in effect during the past five years since adoption of the prior Housing Element and will continue to be in effect during the next five-year increment.



Present Limitations:       None

Proposed Changes:       Not required.

Results:               Was used in review of certain approved projects  
                          which are now under construction.

3.   Encouragement of Elderly, Affordable and Rental Housing  
      Through Residential Development Control System Criteria

In order to encourage the provision of elderly, affordable and rental housing under the Residential Development Control System, amend part B of the allocation criteria to award bonus points over and above the other points earned by a project according to the extent a project provides for elderly, affordable and/or rental housing (affordable is defined as including low, very low, and moderate income). This action would encourage developers to offer a portion of their project as elderly, affordable or rental housing and would be targeted at projects which are not comprised completely of such housing or which do not offer at least 25% of their units as affordable (which would then qualify for a density bonus).

In addition to the criteria set forth in Title 20 of the Camarillo Municipal Code, the City Council has the power to use and has used supplemental criteria which is consistent with the intent of the Residential Control System and the General Plan. These criteria include whether the project will enable the city to provide a balance of housing types and values which will accommodate a variety of families including families of moderate income and older families of limited or fixed incomes. The City Council also considers the general location, type, value, size and relationship to adjoining properties would be such to ensure reasonable public services and not unduly increase the costs for providing such services.

Responsible Agency:   City Council

Time Frame:           This program has been in effect during the past  
                          five years since adoption of the prior Housing  
                          Element and will continue to be in effect during  
                          the next five-year increment.

Present Limitations:       None

Proposed Changes:       Not required.

Results:               Limited results as noted under Section 7.c but  
                          will be utilized wherever possible during the next  
                          five-year increment.

#### 4. Maintenance of Density Balance

In order to maintain a balance of residential densities for undeveloped areas, evaluate General Plan amendment requests for density changes in light of the overall impact on the distribution of densities and especially on the provision of adequate higher-density zoning.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: No change in policy. Each land use request for change is reviewed on its own merit.

Results: Potential results would include 4,974 units as shown on Table 5.

#### 5. Second Units

Provide rental units for low-income households and the elderly on single-family residential parcels. Develop standards and amend the Zoning Ordinance to permit second units on lots with existing single-family residences, maintaining minimum separation and rearward requirements to ensure compatibility with adjoining properties.

Responsible Agency: Planning Department, City Council

Time Frame: Adopted

Present Limitations: None

Proposed Changes: The city has recently increased the maximum size of units in the RE Zone to 700 square feet.

Results: Fourteen units over the past five years have been developed with four units having been approved but not yet completed.

#### 6. Room Rentals

In order to further encourage the renting of rooms in existing units, the Zoning Ordinance was amended to permit such rentals in single-family dwellings in the RPD Zone. Presently rooms may be rented out in the R-1 Zone for up to two more persons in addition to family members. This amendment would allow the same practice in the RPD Zone which in many areas of the city is developed at the same density and with the same type of housing as the R-1

Zone. This change would expand all capability to have rooms rented in all parts of the city with similar housing density.

As families get smaller, extra bedrooms in the larger four or five bedroom houses could be rented out for supplemental income, particularly for elderly householders who cannot afford to move but could use the income and would like to have younger people available for maintenance or other chores. This concept makes more efficient use of existing housing stock without the cost of building new units.

Responsible Agency: City Council

Time Frame: Accomplished

Present Limitations: None

Proposed Changes: None

Results: This has been in effect for almost ten years; however, results are not available as no reporting is required.

#### 7. Fair Housing Practices

In order to discourage discriminatory housing practices, contract with the Area Housing Authority or the county for the investigation of discrimination complaints and the operation of a referral and counseling service.

Responsible Agency: City Council

Time Frame: Funding provided through CDBG. Ongoing.

Present Limitations: None

Proposed Changes: Encourage greater participation.

Results: The city reviews the results from the Area Housing Authority on an annual basis.

#### 8. Minimization of Housing Costs

In order to minimize the effects of development standards and requirements on housing costs, establish a committee to review such regulations and determine their related costs. The committee's duties shall include making recommendations regarding those development standards and requirements which should be modified or waived for all development, and those which could be modified or waived in association with low and moderate income persons or families.

Responsible Agency: City Council



Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: Alternatives are reviewed with each low cost housing project. Continue program.

#### 9. Federal Funding

In order to maximize the availability of funding for housing programs, lobby to remove the limitations on CDBG funds which prevent local governments who have enacted a measure limiting residential construction from receiving these funds.

Responsible Agency: City Manager, City Council

Time Frame: Ongoing

Present Limitations: Limitation on amount of federal funds and level of participation by public.

Proposed Changes: None

Results: Eight units have been approved under this program. The city assisted the 27-unit family apartment project under this program.

#### 10. Manufactured Home Sites

In order to maximize the number of sites on which manufactured homes may be installed, which may increase the supply of affordable housing, maintain the Zoning Ordinance to permit manufactured homes constructed on permanent foundations in all residential zones.

Responsible Agency: City Council

Time Frame: RPD Zone could allow for manufactured homes (e.g., modular or component buildings) under an RPD permit when design is considered appropriate. Ongoing.

Present Limitations: None

Proposed Changes: None

Results: Over the past five years, 125 manufactured units were constructed.

## 11. Surplus Lands

In order to increase the inventory of vacant land available for residential development, assist the efforts of the Areawide Housing Authority, nonprofit housing corporations or other agencies and groups in securing Federal or State surplus land by zoning such land for residential purposes, where appropriate, and give priority to residential zoning for school sites which are declared surplus. The city could assist by writing down land values for city surplus property when authorized and legally possible, assist in negotiations, inform nonprofit organizations of surplus land availability and assist groups in completing fund or grant applications. Funding sources which may help in developing housing on surplus lands may include at least one-half of any Community Development Block Grant funds if available, or if funds are not awarded under the Community Development Block Grant, the city will request the Ventura County Area Housing Authority, which is the city's housing agency, to use proceeds from tax-exempt mortgage bonds to assist in developing housing on surplus land.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: Not a significant amount of publicly owned lands.

Proposed Changes: None

Results: Not applicable

## 12. Nonprofit Housing Organizations

In order to maximize the use of all funding sources, support the formation and efforts of nonprofit organizations and citizens groups who are eligible to apply for Federal and State housing funds and who may sponsor proposals to provide affordable housing.

In addition, the city or the Ventura County Area Housing Authority in cooperation with the city and/or nonprofit organization (such as the Cabrillo Economic Development Corporation) will provide staff and clerical aid in completing fund applications and serve as initiator and liaison with state and federal funding agencies as well as providing technical assistance on engineering and planning matters.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations:       None

Proposed Changes:   Review again for possible use.

Results:           None.   Will continue to review applications.

13.   Article 34 Authority

In order to allow the city to develop, construct or acquire a low-rent housing project, seek and support approval of such authority (as required by Article 34 of the California Constitution) by holding a referendum on the proposal in June, 1984.

Responsible Agency:   City Manager, City Council

Time Frame:       Approved, allowing the city to develop, construct or acquire no more than 2% of the city's housing stock for low income, senior or handicapped housing.   Adopted June 5, 1984.

Present Limitations:       None

Proposed Changes:   None, unless required by state law or court decisions.

Results:           Allows development of units.

14.   Senior Citizen Locator Service (Senior Share)

In order to increase the availability of affordable housing for the elderly, the Area Housing Authority or other agencies approved by the city shall establish a service which assists senior citizens in locating other seniors who desire to share existing housing.

Responsible Agency:   Planning Department, City Council

Time Frame:       Ongoing.   To date approximately 100 units have participated in this program.

Present Limitations:       None

Proposed Changes:   None

Results:           Will continue with assistance from the Area Housing Authority and the Senior Council.

15.   Maintenance of Housing

In order to encourage the maintenance of existing housing in desirable condition, the city's Beautification Committee shall



continue to encourage the maintenance of residential structural and site conditions.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: The city will be hiring an additional part-time Code Enforcement Officer.

Results: Not applicable

#### 16. Affordable Housing Site Criteria

In order to provide an appropriate residential environment, apply the site selection criteria for nonmarket rate housing used by HUD and CHFA or other programs established by the city in evaluating affordable housing proposals.

Responsible Agency: Planning Department, Planning Commission, City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: Aids in review of development/design process.

#### 17. Preservation of Existing Affordable Housing

In order to preserve the city's existing stock of affordable housing, maintain residential zoning in the city's older areas which reflects present levels of development and precludes the intrusion of commercial and industrial development.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: Only 24 units were demolished over the past five years. We have and will continue to work in assisting in redeveloping housing with CDBG funds.

18. Section 8 Fair Market Rents

In order to increase the number of rental units eligible for inclusion in the Section 8 Housing Assistance Payments Program, support the efforts of the Area Housing Authority to gain Federal approval of higher fair market rents.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: Presently 206 units are under Section 8.  
(November 1989)

19. Lot Consolidation Program

In order to preserve existing dwellings which straddle property lines or do not meet setback requirements in the Barry Street area, the city would adopt a policy to require the merger of substandard contiguous lots under the same ownership so parcels cannot be sold individually which may then require removal of nonconforming dwellings. In other locations the merger of lots would allow the maximization of density creating opportunities for additional units which would not be possible on smaller lots. Procedures for such action are included in the Subdivision Ordinance.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: No actual units were constructed as a result of this measure.

20. Revenue Bonds

In order to expand the city's inventory of affordable housing, undertake a tax-exempt mortgage revenue bond program or work concurrently with the Area Housing Authority which is the city's housing authority for the tax-exempt mortgage bonds, such as AB 1355 (rehabilitation or purchase of new or existing owner-occupied residential units), AB 665 (multi-family rental projects) or CHFA bonds. It is proposed that bond revenue will be used to construct those units on Table 4 and Table 9. Most of

the rehabilitated or conserved units would be from the 118 units in Barry Street, Raemere Street, and Magnolia Street areas identified in Table 4 and Table 9 which will be funded through Community Development Block Grant funds if approved.

Responsible Agency: City Council

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: None

Results: Under an agreement with the city, 305 senior apartments are being built.

## 21. Condominium Conversions

In order to reduce the impacts of condominium conversions on residents of rental housing and to maintain a supply of rental housing for low and moderate income persons, the city's condominium conversion ordinance, which provides for the following:

- a. The prohibition of rent increases for two years from the filing of the conversion application. Thereafter, rent increases are limited to the increase in the CPI.
- b. The payment of moving expenses equal to two times the monthly rent.
- c. The offering of a lifetime lease, with reasonable annual rent increases, to tenant households whose head of household or spouse is age 62 or older.
- d. The offering of a three-year lease, with reasonable annual rent increases, to all tenant households which meet the income limits of the HUD Section 8 program.
- e. The limitation of conversions to no more than 5% of the city's potentially convertible rental stock in any one calendar year. Once the yearly limit has been reached, a project may be approved for conversion only if the City Council makes one or more of the following findings:
  - (1) The developer will provide for a significant increase in housing for low and moderate income households or senior citizen households over and above the provisions of this chapter.
  - (2) The developer will provide for the construction of new rental housing.



- (3) The developer will donate an acceptable site or an acceptable amount of funds to the city for construction of new rental or senior citizen housing.
- (4) The need and demand for low cost homeownership to be provided for by this project will outweigh the detriment caused by further reduction of the rental stock.

Responsible Agency: City Council

Time Frame: Adopted

Present Limitations: Refer to Program #26.

Proposed Changes: Incorporate Program #26 into process.

Results: No apartment projects were requested to be converted to condominiums.

## 22. Density Bonus

In order to encourage provisions for density bonus, the current procedure shall be reviewed to ensure it meets the following guidelines:

When a developer of housing agrees to construct at least 25 percent of the total units of a housing development for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, or 10 percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the Health and Safety Code, the city shall either (1) grant a density bonus or (2) provide other incentives of equivalent financial value.

A developer may submit to the city a preliminary proposal for the development of housing pursuant to this section prior to the submittal of any formal requests for general plan amendments, zoning amendments, or subdivision map approvals. The city shall, within 90 days of receipt of a written proposal notify the housing developer in writing of the manner in which it will comply with this section. The city shall establish procedures for carrying out this section, which shall include City Council approval of the means of compliance with this section.

For the purposes of this subject, "density bonus" means a density increase of at least 25% over the otherwise maximum allowable residential density under the Zoning Ordinance and Land Use Element of the General Plan. The density bonus shall not be included when determining the number of housing

units which is equal to 10 to 25 percent of the total. The density bonus shall apply to housing developments consisting of five or more dwelling units.

If a developer agrees to construct both 25 percent of the total units for persons and families or low or moderate income and 10 percent of the total units for lower income households, the developer is entitled to only one density bonus under this section although the city may, at its discretion, grant more than one density bonus.

Where there is a direct financial contribution to a housing development pursuant to Section 65915 through participation in cost of infrastructure, write-down of land costs, or subsidizing the cost of construction, the city shall assure continued availability for low and moderate income units for 30 years. When appropriate, the agreement shall specify the mechanisms and procedures necessary to carry out this section.

It is the intent of the city that the density bonus or other incentives offered by the city shall contribute significantly to the economic feasibility of low and moderate income housing in proposed housing developments.

The city shall establish the minimum number of units or percent of units in a project that would be necessary to qualify for a density bonus or other incentives.

Responsible Agency: City Council

Time Frame: Adopted; ongoing

Present Limitations: None

Proposed Changes: None

Results: Presently three units are permitted under a density bonus and 27+305+22+160 units are under construction under a reduction in development standards.

### 23. Right of First Refusal

Where legally possible, require as a condition of approval the right of the city to have the first opportunity to purchase the land which was proposed to include low cost units for sale or rent. The city has already used this technique on a proposed project on Temple Avenue which was proposed to contain 27 units. The city may if authorized own and operate the units or request the housing authority to either construct or take over entirely.

Responsible Agency: City Council, City Attorney

Time Frame: Project by project Consideration

24. Community Development Block Grant

The city has received approval for three years' funding under the Community Development Block Grant program. The city has also been advised that it will receive an additional three years of funding. The first three years of funding provide for \$1,094,548 and have been targeted for a variety of housing programs. The 1989-90 funding amount is projected to be \$352,618. It is anticipated that the funding for each of the two additional years of funding would be similar amounts.

The city participates with the county in the administration of the program to maximize the funding and to benefit from the shared expertise in working with HUD. As part of the process, the city holds public hearings to receive comments which are used to distribute the monies to various programs which have included the following:

- Rehabilitation
- Housing Cost Reduction
- Fair Housing
- Housing Services
- Affordable Housing
- Historic Preservation
- Community Infrastructure
- Child Care
- Administration

The bulk of the funding has been targeted to housing cost reduction and to rehabilitation. The city is under contract with the Area Housing Authority to facilitate many of the programs. In addition, the city encourages developers to consider these programs in conjunction with other programs (such as, density bonus) to gain maximum effectiveness in providing housing units.

The city should continue to make use of this source of funding and seek additional funding beyond the period of the present program.

Responsible Agency: City Council, City Manager, Planning Department, Area Housing Authority

Time Frame: Ongoing

Present Limitations: None

Proposed Changes: To be reviewed with city's population passes 50,000 persons.



Results:           Eight units have participated.   The city also provided alleyway improvements to an existing neighborhood

25.   Inclusionary Housing Programs

(Program added with 1989 update)

The city could consider a program for the inclusion of affordable housing units within housing developments. To date, the city has encouraged this through bonus points in the allotment program and through the exemption of low income units under an agreement with the city. However, the potential exists to have a greater number of units provided as this has not resulted in a significant number of units to date. In lieu of the units being provided at the same site, the developer could enter into an agreement with the Area Housing Authority or some other entity to assist them with the development of units in some other project or program through the payment of fees or dedication of land.

Responsible Agency:   City Council  
                          City Manager  
                          Planning Department

Time Frame:           Two years

26.   Condominium Conversion Ordinance

(Program added with 1989 update)

Due to housing demands and the low vacancy rate of apartments, the city may wish to consider an additional modification to the Subdivision Ordinance as a control for condominium conversion or apartment complexes. This would establish a minimum vacancy rate in the city (e.g., 5%) before apartments within any project could be converted for sale unless the conversion can be demonstrated to be of a benefit for the residents of the development.

Responsible Agency:   City Council  
                          City Manager  
                          Planning Department

Time Frame:           Two Years

27.   Homeless

(Program added with 1989 update)

The issue of homelessness is becoming more complex statewide. The state guidelines now require each city to consider this. While Camarillo may have an occasional homeless person passing through the area, the number of homeless in the city is low. The city is not a destination point for the homeless. The city

should continue to support countywide efforts and local organizations in their programs to assist those who are re-establishing themselves.

Responsible Agency: City local organizations

Time Frame: Ongoing

28. Affordable Housing Sales Representatives

(Program added with 1989 update)

That the city in cooperation with the Board of Realtors consider the development of a program for volunteers committing of their time in the sales of low cost or first-time buyer units to aid in reducing the costs for the ultimate sales and occupancies of the individual units. This program would be developed as a policy and made available to developers involved in such projects.

Responsible Agency: City of Camarillo in cooperation with local Board of Realtors

Time Frame: Two years

29. Industrial

(Program added with 1989 update)

That the city examine the creation of requirements for the development of programs to assist employees expected to be employed by the new industrial establishments within the City of Camarillo. The ultimate program would require the employers to indicate where they expect employees to reside and identify various types of alternatives available for the employees to be used in assisting the development of affordable housing. Participation with the group that may be affected by the type of proposal; such as, VCEDA.

Time Frame: Review in three years.

## E. Quantified Objectives of Housing Program

Implementation of the five-year housing program as described above is anticipated to result in the construction or rehabilitation of the numbers and types of units shown in Table 9. The quantified objectives could also be stated in the following manner:

	<u>1 Year</u>	<u>5 Years</u>
New Construction	198	(990)
Rehabilitation	9	(45)
Conservation	21	(109)

This is consistent with Table 9 and the housing objectives expressed in the five-year action program.

Time Frame:      Review in three years.



## Table 9

### QUANTIFIED OBJECTIVES OF HOUSING PROGRAM ANNUAL (5 YEAR)

<u>Implementation Measure</u>	<u>By Target Income Group</u>					
	<u>Very Low</u>		<u>Low</u>		<u>Moderate</u>	
Exemptions from Development Control System (new construction)	30	(150)	30	(150)	30	(150)
Points award under Development Control System Criteria (New Construction)	18	(90)*	18	(90)*	52	(260)
Second Units (New Construction)	5	(25)	5	(25)	-	
Room Rentals (Conservation)	24	(120)	20	(100)	-	
Mobilehomes (New Construction)	2	(10)	2	(10)	-	
Section 8 (Conservation)	10	(50)	10	(50)	-	
Revenue Bond Program (New Construction, Rehabilitation and Conservation)**	-		33	(165)	56	(280)
Density Bonus/Other Incentive Units (New Construction)	<u>3</u>	(15)	<u>3</u>	(15)	-	
<u>Total Units Anticipated:</u>	92	(460)	121	(605)	138	(690)
<u>RHNA Goal:</u>	90	(449)	109	(544)	123	(616)

\* Represents modular units within a manufactured housing subdivision as compared to a mobilehome on a permanent foundation in a single-family zone.

\*\* It is estimated that one-half of the units would be new construction and the other approximately 45 units annually would be for rehabilitation in the Barry Street, Raemere Street, and Magnolia Street areas until the identified 118 units were completed or there was no more property owner interest in the area for rehabilitation.

## **CHAPTER EIGHT**

### **ANNUAL REVIEW AND UPDATE**

#### **Introduction**

In developing the update for the 1984 General Plan Housing Element, the City Council formed a citizens' committee to review the current Element and participate in formulating the Element considering the aspects affecting housing in the community and to assure that housing needs would be addressed. The housing needs and related issues were discussed in a number of study sessions of the committee and city staff and reviewed by the Planning Commission during the public hearing on the actual Element. The Element in turn was forwarded to the City Council with a recommendation of approval where an additional hearing was held prior to the Council taking any formal action on the amendment. The city staff in the 1989 Update modified the Element to include the 1988 RHNA numbers from SCAG and adjusted other sections where information was available.

#### **Goals**

Assure that the goals, implementation measures and specific housing programs in this document are pursued within the established time frame to the extent possible and continue to be compatible with other Elements of the General Plan.

#### **Policies**

1. Annual review by the Planning Commission and City Council of the Housing Element action programs and the following information be prepared and submitted by staff by July 1 of each calendar year:
  - a. An update of new residential building permits and building completion reports by type and price range of structures.
  - b. An update of the inventory of approved projects.
  - c. The median income of the area published annually by the federal government about April of each year.
  - d. Labor force data from the Employment Development Department.
  - e. Annual estimate of population from the State Department of Finance.

- f. Percentage increase in the price of housing including new, resale, and rentals.
  - g. Vacant land and zoning inventory.
  - h. Household information if available.
  - i. Monitor Housing Element program statements for effectiveness in providing housing.
- 2. Complete review of the Housing Element including re-assessment of goals, implementation measures, priorities, and programs by July 1, 1994. Said review document would be prepared by staff with assistance of consultant housing authority or other individuals requested to participate in this preparation with a hearing held before the Planning Commission and City Council.
  - 3. Review of housing programs in relation to other Elements of the General Plan concerning open space, circulation, public facilities, seismic safety, and so forth, which might impact on housing decisions.
  - 4. Conduct a review before the Planning Commission in conjunction with the annual review and encourage participation by all economic segments of the community.
  - 5. That the complete review of July 1, 1994, include participation of a citizens' committee appointed with the responsibility of reviewing the various goals, priorities, and objectives and establishing a program to be considered by the Planning Commission and City Council to ensure that all economic segments of the community will be considered in conjunction with the review process.



## CHAPTER NINE

### Homelessness

The homelessness crisis is presently a growing concern throughout the United States. Southern California's homeless population has been estimated at 45,154 by the recent Southern California Association of Governments (SCAG) survey. Support services have been largely inadequate and short-term throughout the state.

As the homeless population grows, temporary shelters and affordable housing units are needed to meet the longer-term demand. Funding from public and private sectors must be explored and services tailored to the needs of the homeless.

The City of Camarillo may experience an occasional homeless individual. The city may have an occasional homeless person passing through the area as the city is not a destination point for the homeless. At the local level there does not appear to be an unmet need for the homeless. Assuming typical patterns, they are probably transients, the victims of domestic violence, or people who have recently lost their jobs. Continuing support by the City of Camarillo of countywide efforts on a regional basis including financial assistance, will benefit the homeless population of Ventura County. The Ventura County Revolving Fund was organized in 1986 to address the issue of homelessness on a regional basis.

At present, the County of Ventura does not have specific data on the number of homeless people in the Camarillo area. The Zoe Christian Center, located in Oxnard, stated that approximately 40 persons from Camarillo received assistance during 1989 which included clothing, meals, and/or housing. Neither the Ventura County Rescue Mission, located in Oxnard, nor the Oxnard Salvation Army had any specific data relative to the demand from persons from the City of Camarillo. However, it was estimated that one family from the Camarillo area per month sought shelter at the Oxnard Salvation Army facility. The County Sheriff's Department, when contacted, knew of no homeless person in the City of Camarillo.

Emergency Warming Shelters operate during the winter months through a combination of funds from Federal Emergency Management Agency (FEMA) and funds through the County of Ventura and other local municipalities. Last winter the shelter was open approximately 52 days and nights and would have been able to remain open up to 80 days with the funds available. The Emergency Warming Shelters offer cots to sleep on, food and comfort kits. Together, the County Department of Public Social Services, the Red Cross, and the Salvation Army, among others, combine to provide these services to the homeless community. Bus vouchers are provided to allow the homeless to reach existing support services throughout the region.

Presently the city, through its CDBG program, has allocated funding for a variety of services that can assist in providing housing. In addition to the other programs previously described in the Housing Element, the CDBG funds have been allocated through the 1990 program to include the following:

Fair Housing Counseling: \$10,000 has been provided to assist renters with counseling programs to serve to investigate charges of housing discrimination and renter's rights programs. This can aid in informing individuals as to their rights and abilities to either maintain their present housing units or to rent housing units. While this does not directly serve the homeless, it can serve as a means of avoiding being turned out to the streets for individuals or families who have housing but are being denied their rights and do not have funds for counseling.

Public Social Services Agency: \$2,500 has been allocated to assist in homeless programs.

Interface/Family Services: \$9,500 has been assigned which will be used towards children's crisis treatment, "cool home" services, domestic violence services, children's resource program and help-line and information referral. This is located in Camarillo and can provide counseling for families.

Child Crisis Care Center: \$40,000 has been assigned to aid in the development of the Casa Pacifica project which provides for shelter for children on a temporary basis while they are involved in a family crisis until they are placed in foster homes or returned to their family following resolution of the family crisis.

Food Share: \$15,000 has been assigned to the Food Share program to help acquire warehousing facilities. This organization distributes food to individuals within the county.

Senior Nutrition Program: The Senior Meals-on-Wheels program has been assigned \$6,750 to aid their operation. This provides food for elderly individuals to help them with independent living and can assist in stretching their budget to continue to afford housing.

Long-Term Care Ombudsman: \$10,000 has been assigned to this program which provides contact with elderly individuals who are in convalescent or care facilities.

Other organizations, including church groups, United Way, and so forth also serve to support groups and facilities which either directly or indirectly assist with the homeless among their other social service functions. In addition, the City of Camarillo supports the actions of the Ventura County Homeless Coalition. This organization coordinates plans and programs and resources for homeless individuals and households throughout the county.

In the event that a transitional housing or an emergency shelter were to be proposed to be located in Camarillo, there are sites which could be appropriate for that use. The shelter is indicated as a use under a planned development permit in the RPD Zone, e.g., multi-family dwelling projects, philanthropic/charitable institutions, homes for the aged. Contained in the Housing Element is a listing of vacant residential zones including those designated for RPD uses.

#### Emergency Shelter

The City of Camarillo anticipates earthquakes, floods, or fires. In the event of an emergency the need for emergency shelter will be met by a concerted effort of the city, the Red Cross and the school districts. The city's emergency preparedness program identifies schools and community buildings as emergency living quarters. In the event of an emergency, Camarillo would implement its emergency preparedness plan.





# **CHAPTER 10**

## **HOUSING ELEMENT AMENDMENT**

### **INTRODUCTION**

A recent amendment to state planning law (Chapter 145, Statutes of 1989, amended Section 65583 of the Government Code) mandates that cities amend their General Plan Housing Elements prior to January 1, 1992 to include an analysis and program for preserving assisted housing developments which provide low income housing. The analysis is to be based on a complete inventory of all multi-family rental units which are eligible for change to non-low income housing due to termination of use restrictions, which may either be federal, state or local, or a combination of all three. The analysis is to address a ten year period beginning with the July 1989 Housing Element adoption and is to be updated, as part of the city's Housing Element, every five years pursuant to state law. With each update, the inventory of projects must be updated to the beginning of the next ten year period.

All assisted housing projects at risk of losing their low income affordability restrictions within the ten year period must be analyzed. The purpose of this analysis is to provide a comprehensive assessment of the assisted housing programs in the City of Camarillo. The city is also required to establish quantified objectives in its Housing Element for the number of units that can be conserved. Preserving the affordability of units at risk of losing their low income use counts toward conserving affordable rental residential units.

### **Ten Year Analysis Period**

According to Chapter 145, Statutes of 1989, amended Section 65583 of the Government Code (Section 65583) a ten year period of analysis must be determined for the purposes of the Housing Element Amendment. The ten year analysis period is to coincide with the dates of analysis contained in the city's Housing Element and is to be broken into two five year periods to parallel the periods defined in the city's 5 year Quantified Objectives section of the Housing Element.

The City of Camarillo's Housing Element identifies the five year housing planning period as July 1989 - June 1994. Therefore, for the purposes of this Housing Element Amendment, the two five year periods of analysis will be July 1989 - June 1994 and July 1994 - June 1999.

# Inventory of Units At Risk of Losing Use Restriction (Section 65583(a)(8))

## Project Information and Sources (Section 65583 (a)(8)(A))

According to Section 65583 (a)(8) the inventory shall include all multi-family rental units which are assisted under any number of Federal Department of Housing and Urban Development (HUD), State, local and/or other programs, and which are:

- Eligible to change to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions; and
- Eligible within the ten year period following the statutory adoption "due-date" of the Housing Element Amendment.

## Units at risk of losing use restrictions in Camarillo

According to the California Debt Advisory Commission's "1990 Annual Summary: Inventory Of Low Income Rental Units Subject To Termination Of Federal Mortgage And/Or Rent Subsidies By The Year 2008", Ponderosa Village is the only property that is receiving Federal assistance and which is at risk of losing its use restrictions. (Please see Exhibit 1 for a copy of this report).

The following information is provided according to the requirements of Project Information and Sources, Section 65583 (a)(8)(A).

Name and address of property:	Ponderosa Village 2105 Ponderosa Drive Camarillo, CA 93010
Name and address of property owner:	Ronald R. Levine 9348 Civic Center Drive Beverly Hills, CA 90210
Type of Governmental Assistance Received:	Section 221 (D)(4) WAH market rate mortgage and Section 8 new construction opt-out contract.
Earliest possible change from low-income use:	The Section 8 new construction opt-out contract is up for renewal on October 3, 1993.



INVENTORY OF LOW INCOME RENTAL UNITS  
SUBJECT TO TERMINATION OF FEDERAL MORTGAGE AND/OR RENT SUBSIDIES  
BY THE YEAR 2008

PROJECT NAME STREET LOCALITY ZIP CODE	OWNER NAME STREET LOCALITY ZIP CODE	FHA PROJECT # SECTION OF ACT OWNER/TENANT TYPE RENT SUP, FLEX, TPA	LOAN AMOUNT LOAN TERM, INTEREST RATE PROCESSING STATUS FINAL ENDORSEMENT DATE	SECTION 8 CONTRACT # PROGRAM/FINANCE TYPE SECTION 8 TYPE HAP AGREE/EXEC DATE	TOTAL UNITS TOTAL ELDERLY ----- FHA    SECTION 8	EARLIEST DATE OF SUBSIDY TERMINATION* ----- FHA    SECTION 8
4 POWDEROSA VILLAGE 2105 POWDEROSA DRIVE CAMARILLO 93010	RONALD R LEVINE 9348 CIVIC CENTER BEVERLY HILLS, CA 90210	12235376 221(D)(4) PM    WAH	\$2,208,300 40                      8.00 FINAL ENDRS CURRENT 05JUN79	CA160003012 NEW CON    FHA 28JUL77    30OCT78	91            90 91            90	30OCT93 (+ 5)

Source: State Dept. of Housing & Community Development

## INVENTORY OF LOW INCOME RENTAL UNITS

HOUSING ELEMENT AMENDMENT  
City of Camarillo



Total number of low-income units  
that could be lost:

Ponderosa Village  
contains 90 elderly  
units, all of which could  
be lost/converted on  
October 3, 1993.

## Discussion of the Inventory Findings

Ponderosa Village was constructed in 1979 by Ronald R. Levine, who retains the title to the units currently. A 221 (D)(4) market rate mortgage was used to finance the construction of the project (see Exhibit 1). This mortgage was issued by the Federal government on June 5, 1979. The loan was for \$2,208,300 to be paid over a 40 year period at an 8% interest rate. Specifically, this loan was issued to a for-profit organization for the construction of wholly elderly housekeeping (WAH). WAH projects require that at least one of the tenants of the unit is 62 years of age or older. There are no prepayment penalties connected to the loan Mr. Levine secured. Prepayment of the loan does not affect the use restrictions that are attached to the property and described below.

The use restrictions for Ponderosa Village are a result of the Section 8 new construction opt-out contract (Section 8 contract) which is attached to the property. This Section 8 contract was attached to the property when the market rate mortgage was issued on June 5, 1979. The purpose of the Section 8 contract is to ensure that for the life of the contract, Ponderosa Village's 90 1-bedroom units remain intact as elderly housing. The Section 8 contract for Ponderosa Village is a typical Section 8 rent subsidy arrangement. The senior citizen pays their portion of the rent, which is 30% of their adjusted gross monthly income, to the owner or manager of the development. The Ventura County Area Housing Authority (acting as an agent of the Federal government and using HUD money allocated for this purpose) pays the difference to the owner or manager between the rent paid by the tenant and the market rate rent. Market rate rents are determined and reviewed on a yearly basis by the Ventura County Area Housing Authority (AHA) and HUD.

The Section 8 contract for Ponderosa Village is due to expire on October 3, 1993. The owner of the property, Mr. Levine, will have the option to renew the Section 8 contract with HUD for a five year period at this time and will have the same option to renew the Section 8 contract every five years from this date. If Mr. Levine determines that it is no longer in his best interest economically to have the Ponderosa Village Apartments remain as elderly housing, a year before the Section 8 contract for the property is due to expire, according to Section 65863.10, he must file a Notice of Intent with HUD to indicate his intention of converting the units which are currently covered by the Section 8 contract to other uses.

Once a Notice of Intent (NOI) has been filed with HUD, there are a number of steps that Mr. Levine must go through to successfully opt-out of his Section 8 contract. During this process HUD will offer Mr. Levine incentives to maintain his Section 8 contract. Such incentives range from re-financing his mortgage at a lower interest rate to establishing higher rents to be charged for the units. If at any point during this process, Mr. Levine fails to complete a step HUD has outlined as necessary for the opt out to occur, the Section 8 contract rolls over automatically for another five year period.

As stated above, the Section 8 contract for Ponderosa Village is not due to expire until October 3, 1993. A NOI for this property must be filed one year prior to this date, or by October 3, 1992. HUD generally does not accept NOIs any earlier than 6 months prior to the deadline for filing. HUD has no record of an NOI for Ponderosa Village having been filed with their offices in respect to the October 3, 1991 Section 8 contract renewal date.

If Mr. Levine opts-out of the Section 8 contract attached to Ponderosa Village's 90 elderly housing units, this will represent a significant decrease in Camarillo's elderly housing stock. Currently there only exists one other privately owned elderly housing project in the City, Mira Vista, which contains 305 elderly housing units. The conversion of Ponderosa Village's 90 units would represent a 23% loss of the City's current 395 privately owned elderly housing units.

Ponderosa Village also has an additional use restriction attached to the deed of the property. The City of Camarillo entered into an agreement with the owner of Ponderosa Village prior to the project's construction. This agreement, dated November 13, 1978 was an exception to the City's Parking Ordinance, Section 19.44.030F (please see Appendix B). According to this agreement, the owner of Ponderosa Village was only required to provide half of the amount of parking spaces normally required for a project of this size and type. Should the project ever convert to any use other than elderly housing, the required number of parking spaces for the new use, per the parking ordinance, will be required for the site. The owner of the property also has the option, per this agreement, of reducing the number of dwelling units to a number which corresponds with the parking spaces mandated by the City's parking ordinance requirements. If these parking requirements are not complied with the Residential Planned Permit #31 for Ponderosa Village will be deemed null and void. This agreement runs in perpetuity with the land and is binding upon all future owners of the property.

If the current or future owner of Ponderosa Village wishes to opt-out of the Section 8 contract and convert the units to another housing type, it could prove to be prohibitively expensive for the owner to provide the amount of parking spaces required by the City



for a development of this size and type, or to reduce the number of dwelling units to correspond with the City's parking ordinance requirements. Until the Section 8 contract is not renewed by the owner of the property and the units are converted to another housing type, the parking space allowance issue lies dormant.

### Risk of Conversion

According to the Ventura County Area Housing Authority, it seems unlikely in the next two years (when the NOI must be filed) that Mr. Levine will decide to opt-out of his Section 8 contract. The current real estate market in the City of Camarillo and surrounding areas has not experienced, nor is it expected to experience, a sudden or substantial increase in real estate values or market rate rents. Given the current and projected state of the real estate market, and the relative costs associated with adhering to the terms of the agreement with the City, the factors associated with opting out of the Section 8 contract mitigate against conversion. Also, according to The Levine Company's Director of Property Management, Laurie Larson, The Levine Company which owns and manages over 150 properties, has every intention of renewing their Section 8 contract indefinitely.

### **Cost Analysis (Section 65583(a)(8)(B))**

According to Section 65583(a)(8)(B) the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert and the cost of preserving all of the developments at risk of converting, must be included in the Housing Element Amendment. If these costs can not be estimated directly it is permissible to describe whether such costs are anticipated to be higher or lower than the replacement estimates, and for what reason, as well as the magnitude of the differences in the estimates.

It is difficult to determine the cost of preserving the 90 elderly units in Ponderosa Village that are at a risk of converting to another use. Ponderosa Village is privately owned by the Levine Company, a for-profit organization, therefore a price would have to be set by them to acquire Ponderosa Village. The Levine Company declined providing approximate costs for the construction of the development in 1979, as well as the current market rate value of the property. According to the Laurie Larson, the property manager for the Levine Company, Ponderosa Village currently receives \$44,489.00 a month, or \$533,868.00 a year in Section 8 contract subsidies.

There are several ways to calculate the estimated cost of replacing the 90 elderly units at risk of conversion in Ponderosa Village. According to HUD, the estimated replacement cost of each of the Ponderosa Village Apartments is approximately \$100,000.00. This means that the estimated cost of replacing all 90 of the senior housing units is approximately \$9 million dollars.

According to the County Assessor's 1991 assessment of the property, the 3 acres of land are worth \$219,757.00, and the improvements (or building) is worth \$2,417,423.00. These figures do not reflect the current market rate value of the property due to Proposition 13. Prop. 13, which took effect in 1975, limits the annual increase in the assessed value of property at a maximum of 2%, even if the actual market value of the property is increasing at a greater rate. Once the property is sold it will be re-assessed, however until that time, the assessed value is based upon the property's March 1, 1978 value, with a 2% maximum annual adjustment.

Another indicator of the replacement cost of the development, is the current market rate cost of land in the City of Camarillo. Land that is zoned for multi-family residential, such as Ponderosa Village's current property, sells for approximately \$500,000 to \$1,000,000 per acre. A three acre parcel of land, which is what would need to be purchased to replace or rebuild the units in Ponderosa Village if they were to be converted to another use, would cost approximately 1.5 million to 3 million dollars.

One other way to calculate the cost of replacing the units in Ponderosa Village if they were to be converted to another use, is to use the Building Construction Costs figures prepared by Means. According to Means 48th Edition, published in 1990, the construction cost for replacing a 50,050 square foot mid-rise apartment building in Camarillo is approximately \$3,011,408.40. This figure does not include the cost of purchasing the 3 acres of land, estimated above at costing an additional \$1.5 - 3 million dollars.

In summary, the factors to be considered when estimating the total cost of replacing the units at risk in Ponderosa Village include: the 4.5 - 6 million dollar estimated cost of replacing the 90 elderly units in Ponderosa Village (according to the Means Building Construction Costs referenced above and the estimated cost of purchasing a three acre parcel of land zoned for multi-family residential in Camarillo), the finance costs associated with construction loans, the difficulty in locating another 3 acre parcel of land within the City that is suitable for such a development and the cost of moving and temporarily re-locating the 90+ elderly tenants of Ponderosa Village.

It would be fair to assume, based on all of the associated costs of replacing the 90 elderly units in Ponderosa Village, that it would be less expensive to acquire and preserve these units, than to replace them at an undetermined location elsewhere in the City of Camarillo.



## **Resources For Preservation (Section 65583 (a)(8)(C))**

According to Section 65583(a)(8)(C), the Housing Element Amendment should identify public and private nonprofit corporations which have legal and managerial capacity to acquire and manage assisted housing developments. Inclusion on this list should be based on a corporation's expression of interest in acquiring and managing such projects.

Both the Ventura County Area Housing Authority and the Cabrillo Economic Development Corporation have expressed an interest in, and have the resources to manage the Ponderosa Village Apartments if the opportunity arises. Currently, the Ventura County Area Housing Authority owns and manages a number of low rent public housing projects in the County, including Ellis Terrace and Raemere Street in Camarillo. The Cabrillo Economic Development Corporation, a nonprofit housing developer, has a primary interest in providing homes for low/moderate income housing families and is currently involved in projects throughout Ventura County.

Additional funds can be applied for at the Federal, State and local level to assist in the operation and management cost of Ponderosa Village. The acquisition of Ponderosa Village would have to be financed by one or more of these sources, as the Ventura County Housing Authority and the Cabrillo Economic Development Corporation lack the funds to acquire, maintain and manage the apartments on their own. In the past the City of Camarillo has assisted in the acquisition of affordable housing projects by issuing tax-exempt Multi-Housing Revenue Bonds, pursuant to the provisions of Chapter 7, Part 5, of Division 31 of the California Health and Safety Code, in an amount not to exceed \$15 million dollars. These bonds were issued (Please see Appendix C) to finance the cost of acquiring the land and constructing the project known as Hacienda De Camarillo III, which contains 39 low and moderate income rental units. Similar financing could possibly be obtained with the assistance of the City and State for the purposes of acquiring and preserving the Ponderosa Village Apartments.

The City of Camarillo, over the past six years, according to Randy Richardson of the City's Planning Department, has received approximately \$350,000.00 a year in Community Development Block Grant Funds (CDBG) from HUD. Over the next ten years, assuming the City continues to receive funding, Randy estimates that the City of Camarillo will have approximately \$3,500,000.00 to use in CDBG funds. These funds are used for a variety of housing rehabilitation and assistance programs.

The City recently gave the Ventura County Area Housing Authority (AHA) approximately \$10,000 in administrative fees for the operation of the Housing Services and Counseling Program that the AHA offers for Camarillo residents. This program provides information, guidance and referral to housing sources in the



community, public and private sector. The City of Camarillo has also given the AHA approximately \$40,000.00 in administrative fees to operate the Housing Improvement Program for residents of Camarillo. Through this program, the AHA offers, to property owners in target areas, 0% to 6.5% interest Home Improvement loans. These loans are used to rehab single family residential homes as well as multi-family rental units.

Another program that is funded with CDBG money is the Land Acquisition Housing Cost Reduction program. Through this program, the City purchased a property on Raemere Street and transferred the title to the AHA with the contingency that the property be used for low income housing (See the discussion of this property in Section 3.5.). Recently the City also purchased a vacant lot and is in the process of drafting an agreement with the AHA to build low income housing on the site. In addition, approximately \$300,000.00 of CDBG money was used to acquire the land for the Ellis Terrace 27 unit low income project (See the discussion of this property in Section 3.4).

According to the State of California Department of Housing and Development report, "Redevelopment Agencies: The Affect of their Activities on Housing", the City of Camarillo does not have its own redevelopment agency and therefore does not have tax increment funds available to use for redevelopment projects.

## **Quantified Objectives (Section 65583 (B))**

According to Section 65583(B) localities are required to establish in their housing elements quantified objectives for the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five year time frame. The objective for units to be conserved should include a subtotal for the number of at risk units developed pursuant to Section 65583(a)(8)(A).

The City of Camarillo's Housing Element (p. 185 of the element) lists the following figures relating to the City's quantified objectives for their housing program. The 1 year figures refer to 1989 and the five year figures refer to 1994.

	<u>1 Year</u>	<u>5 Years</u>
• New construction	198	990
• Rehabilitation	9	45
• Conservation	21	109
-Units at risk	-	90

According to the Quantified Objective figures, 109 units are to be conserved during the five year analysis period, and 90 units are identified as being at risk during this same period.

## **Programs For Preservation (Section 65583(C)(6))**

According to Section 65583(c)(6) the Housing Element Amendment should include, or reference, programs in the Housing Element to preserve the low income use of at risk projects listed in the ten year inventory, with specific focus on units at risk during the five year planning period.

Programs to preserve the low income use of at risk projects listed in the ten year inventory include programs listed in Chapter 7 of the City of Camarillo's General Plan Housing Element (Please see Appendix D). Each program indicates a responsible party for implementation and a timetable for said implementation. Program #20, Multi-Housing Revenue Bonds, are a potential resource for purchasing the Ponderosa Village units which are at risk, providing the State is able to allocate the money needed to offer the bonds, and the City Council approves the program to purchase the Ponderosa Village Units should a NOI be filed with HUD. Once purchased by the City, an agreement could be drafted transferring the title and deed to the AHA or Cabrillo Economic Development Corporation. A condition of this 12 year agreement (if this is the agreed upon time frame) would be that should the units convert to any use other than elderly housing, the title and deed would revert back to the City. A similar agreement and finance package was compiled by the City of Camarillo to fund the construction of the Hacienda De Camarillo III Apartments (see page 10). Multi-Housing Revenue bonds, according to Tony Boden, the City's Planning and Development Director, are the City's strongest tool for preserving and acquiring units at risks.

Program #13, Article 34 Authority, was approved by the City in June of 1984 and allows the City to acquire units that are at a risk of conversion or to develop or construct new housing stock for low income or elderly housing.

Program #17, Preservation of Existing Affordable Housing, was also approved by the City Council and provides for the preservation of existing affordable housing through the use of CDBG funds. Both of these programs can assist the City in preserving and expanding its stock of low income housing.

## **Summary**

The two five year periods of analysis for the City of Camarillo's Housing Element Amendment are July 1989 - June 1994 and July 1994 - June 1999. After an analysis of the low/moderate and elderly housing developments in the City of Camarillo, it has been determined that one development contains 90 elderly housing units that are at a risk of conversion in the first five year period of analysis. These 90 units at risk of conversion comprise the Ponderosa Village Apartments. The Section 8 contract for Ponderosa Village is due to expire on October 3, 1993 according to HUD and

the "1990 Annual Summary: Inventory of Low Income Rental Units Subject to Termination of Federal Mortgage and/or Rent Subsidies by the Year 2008".

The current market rate rents, cost of property in the area, financial success of the property (according to its owner, the Levine Company) and the costs to the owner of the property associated with adhering to the terms of the Agreement with the City in regards to parking requirements, mitigate the risk factors of the conversion of the units. Based on the mitigation of these risk factors of conversion, it is unlikely that the owner of the 90 elderly housing units at Ponderosa Village will file a Notice of Intent with HUD to opt out of the Section 8 contract that is due to renew on October 3, 1993.

Housing Element programs are also available as resources the City can utilize to ensure that at-risk units are preserved.

There are no other low/moderate or elderly housing units at risk of conversion during the ten year analysis period identified in the City of Camarillo's Housing Element Amendment.













# City of Camarillo GENERAL PLAN

## VIII. RECREATION ELEMENT

Swimming Pools  
Tennis Courts  
Lighted Ball Fields  
Soccer Fields  
Snack bar, tot lot  
Including shade structure

Snack Bar  
4 Tennis Courts  
2 Ball Fields  
Parking Lot

and follow Park Element

2.95	1969	Swimming Pool, In- Play Equipment 2 Horseshoe pits 3 Lighted Ball Fi 6 Tennis Courts 2 Volleyball Court
------	------	--

ing should be expanded and restrooms should be  
Design of child play area should be reviewed and  
Park Element design recommendations.

Ando & Street	10.0	1978	Play Equipment 5 Tennis Courts Restrooms Amphitheater
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### Community Parks

Via Veneto	2.06	1982	Arena Dressage Area
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Adation: Speciality facility should be expanded to address  
community needs.



# RECREATION

## INTRODUCTION

This section of the General Plan sets forth objectives, principles, standards and proposals for a system of park and recreation facilities that will best satisfy the recreational and cultural needs of all the people of Camarillo and its Sphere of Influence. The specific plans for park development and program content can be obtained at the Pleasant Valley Recreation and Park District office in the Community Center complex at 1605 East Burnley Street, Camarillo.

At the root of a good park system are the neighborhood and community parks which serve the citizenry on a daily basis. It is for this reason that neighborhood and community parks are emphasized. But, because of the need for heterogeneous forms of recreation, special use parks, regional parks and major private facilities are included, thereby offering a total park and recreation system. Regional parks and private facilities are included in this plan only as they exist or are proposed by the County or other sponsor.

## OBJECTIVES

The General Plan proposes that land areas and programs be established to provide a wide range of recreation facilities and activities that will serve all the people of Camarillo and its environs with adequate year-round recreation.

## PRINCIPLES

To achieve the objectives of the Plan, the following principles are established:

- o Provide a balanced park and recreation system by locating facilities where they will most adequately serve the needs of residents;
- o Provide a full and varying range of recreational and cultural activities for all residents of Camarillo and its environs;
- o Wherever possible, coordinate school and park facilities for maximum utilization and efficiency in maintenance and operation;



- o Establish a comprehensive program of sequential land acquisition and development for future park and recreation sites, as well as expansion of existing sites;
- o Provide and sustain high standards of design, improvement and maintenance of all recreation facilities.

## STANDARDS

Park and recreation standards provide useful criteria by which some measurable evaluation can be applied toward the recreation needs of a specific area. Standards will vary from city to city; therefore, each agency must evaluate its own needs and develop standards accordingly. It must be remembered that standards are only basic guidelines and variations may occur. It is with this in mind that the following standards are proposed.

As a general standard, the Pleasant Valley Recreation and Park District and the City of Camarillo recommends that for each 1,000 persons a total of 2.5 acres of neighborhood parks and 2.5 acres of community parks should be required.

Mini-parks are those parks that fall below the size and facilities standards of neighborhood parks. The primary function of this type of park is to act as a rather specialized facility in terms of size, location and purpose to fill the gap in a specific area. Normally, the limited facilities are geared towards passive recreation green space, pedestrianways or perhaps act as perimeter grounds for a site of historical significance. These parks are often called mini-parks because they are sometimes no larger than a residential lot and less than a neighborhood park.

Neighborhood Parks are primarily intended to provide neighborhoods with space and facilities for active as well as passive recreation. Neighborhood parks should serve all residents; however, design of facilities and activities should emphasize the character of the environs of which it is a part. In order to fulfill its role in the neighborhood, the following standards are established:

- o The most preferable service radius for a neighborhood park is 1/4 mile and the maximum is 1/2 mile.
- o The suggested acreage for a neighborhood park should be between 5 and 10 acres.
- o The most desirable acreage for a neighborhood park immediately adjacent to an elementary school should be from 2 to 5 acres, with the school supplying about 6 acres of playground.

- o The neighborhood park should, whenever possible, be located so that patrons need not cross a major street or highway when walking to a park site.
- o Ideal facilities for the neighborhood park include:
  - Children's play area (apparatus play structures)
  - Picnic areas (within passive setting)
  - Open play area
  - Recreation building
  - Restrooms

Community Parks are designed to serve the residents of several adjoining neighborhoods. They are intended to provide a wider range of recreational and cultural opportunities than the neighborhood park. With a greater service population, more specialized activities can be supported. In addition to the broad range of activities offered by the community parks, it can function as a neighborhood park. The design of the community park should be based on the following standards:

- o The community park should be planned to provide a service radius of not more than 1-1/2 miles.
- o The suggested acreage for a community park should range from 10 to 25 acres.
- o When adjacent to an intermediate school or high school, the community park should be between 8 to 15 acres and the school playground should be about 12 acres.
- o The community park should have good access and be as centrally located to the service area as possible.
- o The primary functions of the community park are both recreational and cultural, therefore, the following facilities are suggested:
  - Children's play area
  - Picnic areas
  - Athletic Fields (soccer and baseball)
  - Tennis courts
  - Community/Recreation Building

- Specialized activity (i.e., swimming pool)
- Restrooms
- Parking

Special Use Parks include park sites which provide the citizenry with a single activity or group of closely related activities. Size would be determined on the basis of the particular activity, however its size would generally be greater than a neighborhood park. Examples of a special use might include a nature center or tennis complex. No service radius is assigned because of the area wide interest that would be generated.

A District-Wide Park is the multi-faceted recreational and cultural center of the city. Located in a central position, it would serve the total Park District and should offer facilities and activities beyond that which the community park does. Its size should be no smaller than 25 acres.

Regional Parks are planned and administered by agencies of the County of Ventura or State. These sites usually provide recreation on a large scale and therefore attract all categories of people from throughout the County. Usually a regional park offers an environment of unique natural surroundings, an area of historical significance, or extensive man-made recreation facilities. Ventura County has set a size standard of 50 acres minimum for regional parks, with some modification for beach parks and parks of a natural setting. (Source - General Plan of Regional Parks, Shoreline Development and Riding and Hiking Trails, Ventura County Planning Commission, February, 1968.)

Although not specifically designed for recreation, Public School Playgrounds offer and provide a form of supplemental neighborhood and community recreation. Because of limited facilities and operating schedules, school playgrounds are considered as supplemental to the park system and should not discount the need for park facilities. Recreation facilities found at school playgrounds usually include: playfields, hardcourt areas, apparatus multipurpose rooms, and gymnasiums.

In addition to the public recreation facilities discussed above, a total recreation network will consist of some major private facilities. These facilities usually have use restrictions, nevertheless they fulfill a need. Private recreation facilities usually include: Golf courses, swim clubs and recreation areas within planned residential developments.

Linkages are a network of linear paths through which a system of similar or related uses are tied together. Linkages can be of several forms, including: Bikeways, sidewalks, hiking and riding



trails and other special corridors. In addition to joining uses, linkages can give form and identity to a city or community. In respect to a network of parks and recreation facilities, linkages are a prime binding force.

## PROPOSALS

The park and recreation proposals contained in this Plan were developed through a review and analysis of the City of Camarillo Park & Recreation Element and the Pleasant Valley Recreation and Park District's, Park and Recreation Plan (hereafter called 'Park Plan'), which was adopted by the City of Camarillo May 14, 1975. The Board of Directors adopted a revised park plan in December of 1983. The Park Plan was analyzed and proposals were made on the basis of the Land Use Element of the General Plan.

By way of summarizing, the results of the analysis showed that the existing Park Plan was a well-conceived and well-thought-out document. The variations reflected in this, the Camarillo General Plan, primarily are based on changes in the proposed land use characteristics and changes in terminology and definitions.

The discussion which follows is a review of the park and recreation facilities and consideration for general location and types of future park sites and expansion or modification of existing park sites or services.

## REGIONAL PARKS

Regional park needs are addressed by the County of Ventura and the State of California. The present park system includes the Camarillo Grove Park which contains approximately 25 acres serving Camarillo with family and group picnic, camping, and active activity areas. The park's oak trees and accessibility to the open hillside areas provide a uniqueness not found in formal City parks. The County is proposing to expand the facilities at the park.

The State of California presently provides a share of regional recreational facilities with the development of the Sycamore Creek recreational area located on the beach and Sycamore Creek. Mugu Lagoon is also designated as a regional area although intended for passive type recreation and to remain in a natural setting as one of the last remaining inland marine habitat areas along the California coast.

This plan also calls for the development of a 50-acre surplus site immediately adjacent to the Camarillo State Hospital that could serve a variety of regional activities including possible skeet range, hobbyist facilities, campground facilities, and picnicking for large groups.

## PRIVATE RECREATIONAL FACILITIES

Private recreational facilities, either maintained for members or those open to the general public with a fee being charged, supplement public recreation facilities. Such facilities in the Camarillo planning area which help meet the local recreation needs include the Las Posas Country Club, which is a private 18-hole golf course located northwesterly of the City of Camarillo in the Las Posas Estates. This facility includes a swimming club, tennis courts, pro shops, and restaurant. Another club in the area is the Las Posas Swim Club which includes a swimming pool, open green space, and community room for group picnics and barbecues.

The Camarillo Springs Golf Course is an 18-hole public golf course with clubhouse, pro shop and restaurant. This facility provides a significant amount of open space and should be continued as satisfying part of the regional needs for recreation.

Several private projects in the City have also included recreational facilities, such as Leisure Village, which has a building containing approximately 20,000 square feet of floor space for group activities and assembly, plus a swimming pool, jacuzzi, golf course, tennis courts, shuffleboard, and lawn bowling area. Residential projects should have the requirement for a proportionate share of space for recreation uses to reduce the need in the public sector.

Types of recreational uses that can be incorporated into projects include pools, tennis courts, jogging paths, and open space for active and passive recreation.

## LINKAGES

Neither the City of Camarillo nor Ventura County currently has plans for a network of trails within the planning area. Although the General Plan for the City, when initially adopted, called for the development of a network of trail systems, it has yet to be accomplished. It is recommended as part of the Recreation Element of the City that a program be implemented with joint use between the cities within Ventura County and the County of Ventura to develop a network of urban and rural trails. Efforts should be made to link these trails with existing and proposed parks and schools wherever possible. A system of trails should take advantage of the natural waterways and drainage areas existing within Ventura County. The system may include a trail capable of serving bike riding and equestrian use. The trail system should follow the ridge lines and the various creekbeds, such as Calleguas Creek and Conejo Creek, and be an integral part of the design for improvement with appropriate landscaping buffer



between the trail system and the adjoining developments which would also tend to improve and enhance the system.

Bikeways are an extremely vital element in a linkage system. The use of the bicycle for exercise, transportation or pleasure is popular and indications are that this trend will continue.

## **ELEMENT GOALS**

In addition to the recommendations for each of the existing or proposed parks, the following are goals to be applied in the design and implementation of the Parks and Recreation Element of the General Plan:

### **Park Design Review**

- o Children's play area located in neighborhood and community parks would serve a greater purpose if new or replacement equipment were designed by a consultant specializing in apparatus play structures emphasizing sensory motor integration.
- o In designing parks, direction should be given towards the overall design of the park to prevent park vandalism which in turn would reduce the amount of time and energy spent in repairing or replacing damage created by such action. Consideration should include location of buildings for clear visibility to public areas, lighting of buildings, exterior surface material, interior design of public facilities with attention given for ease of access for repair.
- o Park layout should involve professional input and include greater creativity in design to generate interest in participation and to serve the special interest needs of its residents. This consideration could include such activities as motocross trails, bikepaths, jogging paths, exercise stations, et cetera.
- o The design of any park should utilize professional consultants and receive community input for the development and review of the facilities proposed with consideration given to the compatibility of the design to remove any nuisance aspects of the park in relation to the adjoining residential units. The park design should also be required to comply with City standards and be reviewed and approved by the City Planning Commission.



### Programs

- o Consideration should be given to greater expansion and improvement of the various recreational programs offered the community by the Parks District.

### Marketing

- o Consideration should be given to utilization of more productive marketing and/or public relations techniques to encourage the use of the park program being offered to ensure the viability of the program and the maximum use of the facilities for such functions.

## **FUTURE PARK CONSIDERATIONS**

At the time of consideration of conversion of any land use designation, attention must be given to the recreational needs of the area to be developed with site selection and size based on the type of activities to be conducted and ease for pedestrian and vehicular access. Commercial and industrial areas should be encouraged to provide passive and active recreational space to supplement the need for their employees and those frequenting the facility. This can be accomplished by a series of walkways, fountains, seating, green space, or active play space, such as basketball courts, baseball areas, et cetera.

Types of recreational uses that can be incorporated into multi-residential projects include pools, tennis courts, jogging paths, and open space for active and passive recreation.

### Cultural Arts Facility

In consideration of the various land use proposals throughout the City of Camarillo, the City should consider the establishment of a cultural arts facility to serve the performing and visual arts.

This facility should be placed in a location to serve the community in general and also assist the educational programs established by the public school system. Consideration of a joint County/City project should be given in light of the fact that Camarillo is the closest to the demographic center of the County.

In conjunction with this facility, adequate recreational facilities and space to satisfy a community-wide need should be considered which is not evident by the size of the existing parks within the City.

### Location

The location of parks should be on the interior of residential neighborhoods and not on major or secondary arterials to insure direct neighborhood access.

### Conversion of Park District to City Department

Consideration should be given by the City of Camarillo to the ultimate inclusion of the Park District as a functioning department of the City. Part of this consideration should be the possibility of a formation of an improvement district to insure that parks are maintained in a safe and acceptable manner in accordance with City standards for green space and recreational sites. Initiation of this study has been started; however, the conclusions and recommendations will not be available until a later date.

## DEVELOPED MINI AND NEIGHBORHOOD PARKS

<u>PARK NAME</u>	<u>LOCATION</u>	<u>SIZE IN ACRES</u>	<u>YEAR DEVELOPED</u>	<u>FACILITIES</u>
Adolfo	Adolfo Road & Almendro Way	2.7	1980	Play Equipment
Arneill Ranch	Sweetwater Ave. & Truman Street	4.99	1980	Running Track Play Equipment Restrooms Volleyball poles
Birchview	Birchview Lane & Laurel Ridge	.7	1977	Play Equipment
Charter Oak	Charter Oak Dr. & Parkway Drive	5.69	1981	Vita Course Play Equipment Volleyball poles Basketball
Civic Center	Carmen Drive & Paseo Camarillo	4.00	1977	Performing Arts Pavilion
Crestview	Crestview Ave. & Camino Esplendido	3.39	1968	Play Equipment Volleyball poles Restrooms
Dizdar (Received from County)	Ventura Blvd. & Glenn Drive	.99	1965	Play Equipment Restrooms Multipurpose Bldg.
Dos Caminos	Las Posas Road & Ponderosa Drive	4.39	1966	Tot Lot Play Equipment Restrooms Multipurpose Bldg.
Encanto	Avenue Encanto & Blanco Court	3.0	1971	Play Equipment Volleyball poles
Foothill	East Cranbrook & N. Lathan Avenue	2.32	1973	Play Equipment Volleyball poles Basketball
Heritage	Heritage near Joshua	8.89	1990	Play Equipment Barbecues
Laurelwood	Mobil Avenue & Dexter Street	1.53	1981	Play Equipment Volleyball poles
Trailside	Willow View Drive	.5	1976	Play Equipment
Woodside	Ridgeview Avenue & Japonica Avenue	4.9	1981	Play Equipment
Recommendation:	Expand to include backstop and field lines for soccer; consider expansion of park to include excess flood control right-of-way.			



## DEVELOPED COMMUNITY PARKS

<u>PARK NAME</u>	<u>LOCATION</u>	<u>SIZE IN ACRES</u>	<u>YEAR DEVELOPED</u>	<u>FACILITIES</u>
Community Center	Burnley Street & Carmen Drive	12.85	1969	Auditorium Cafeteria Meeting Rooms Tot Lot Horseshoe pits Volleyball poles
Freedom	Pleasant Valley Rd. & Eubanks Street	33.86	1977	Meeting Rooms Swimming Pool Restrooms 2 Tennis Courts 3 Lighted Ballfield 6 Soccer Fields
Recommendation: Expand facilities to include restrooms, snack bar, tot lot play area, and a community BBQ area, including shade structure picnic tables.				
Mission Oaks	Mission Oaks & Oak Canyon	10.0	1983	Snack Bar 4 Tennis Courts 2 Ballfields Parking Lot
Recommendation: Design and improvement should follow Park Element design recommendations.				
Pleasant Valley	Temple Avenue South of Ponderosa Drive	12.95	1969	Indoor Swimmingpool Play Equipment 2 Horseshoe pits 3 Lighted Ballfield 6 Tennis Courts 2 Volleyball Courts
Recommendation: Field lighting should be expanded and restrooms should be improved. Design of child play area should be reviewed and address Park Element design recommendations.				
Valle Lindo	Valle Lindo & Aileen Street	10.0	1978	Play Equipment 5 Tennis Courts Restrooms Amphitheater

### Special Use Community Parks

Las Posas Equestrian	Via Veneto	2.06	1982	Arena Dressage Area
Recommendation: Speciality facility should be expanded to address community needs.				

## UNDEVELOPED PARK SITES

<u>PARK NAME</u>	<u>LOCATION</u>	<u>SIZE IN ACRES</u>
Woodcreek	West of Woodcreek Road North of Mission Oaks Boulevard	4.6

Recommendation: Park site is proposed next to a proposed school site. If school is not developed, area should go for park use since school open space made up part of park requirement.

## PROPOSED PARKS

<u>PARK NAME</u>	<u>LOCATION</u>	<u>TYPE</u>	<u>FACILITIES</u>
Crestview West	N or S of westerly extension of Crestview	Neighborhood	Ball Fields Soccer Fields Restrooms Play Equipment

Recommendation: Park should be designed for passive and active recreation in accordance with Park Element.

North Las Posas	N of Las Posas, W of Glenbrook Avenue	Community Park	Ball Fields Soccer Fields Restrooms Snack Bar Parking Area Community Picnic Tot Lot
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Recommendation: Design should follow park improvement recommendation for both action and passive recreation.

Carmen Drive	S of Ventura Boulevard E of future extension of Carmen Drive	Mini Park	Passive Activities Limited Activities
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Recommendation: Small neighborhood park to serve existing residential areas east and west of future Carmen Drive.

Upland	N of Santa Rosa Road E of Upland Road	Neighborhood	Passive, light activities Ball Fields Soccer Fields Restrooms
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Recommendation: Neighborhood park for passive and active recreation.

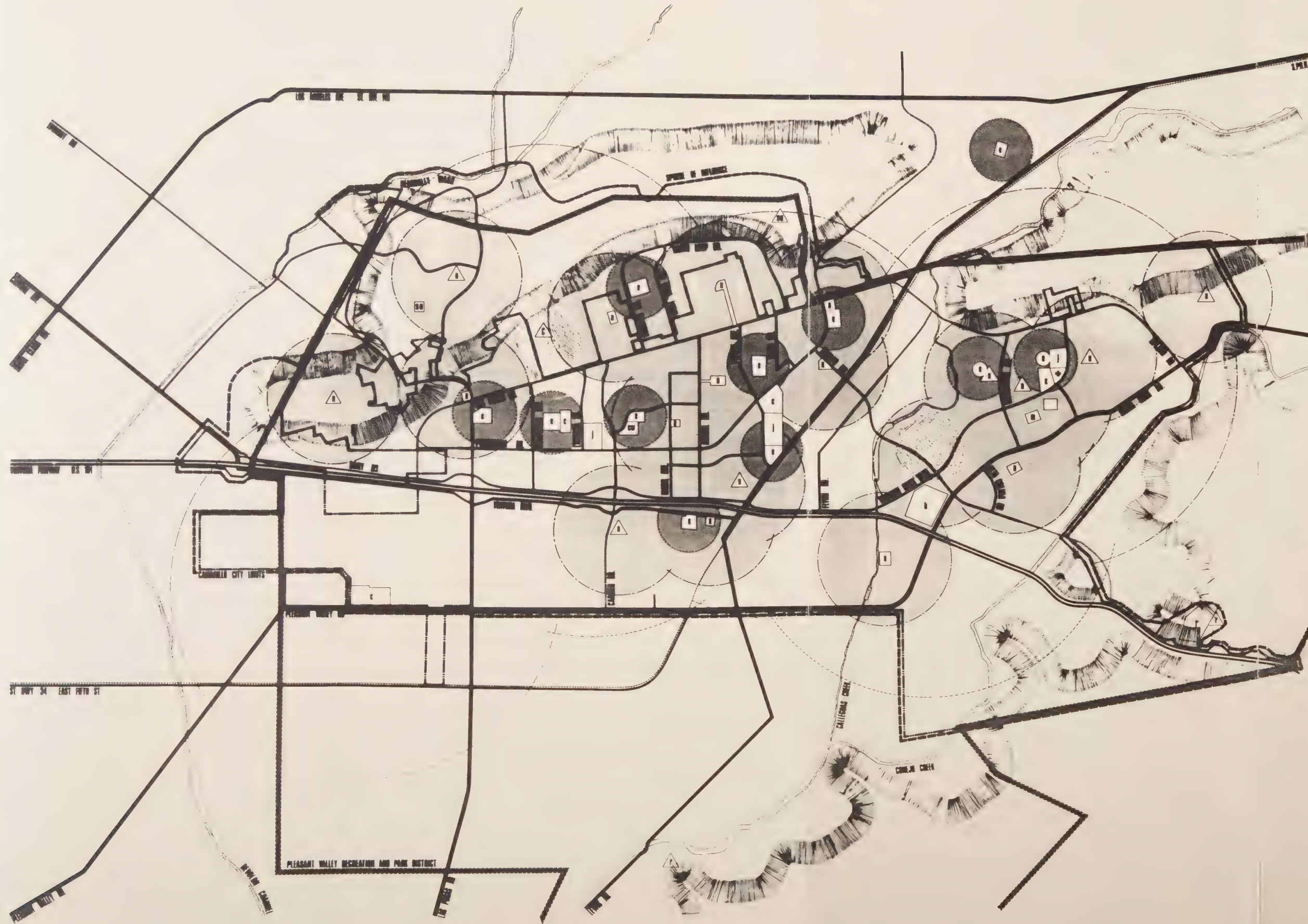


# PARKS AND RECREATION ELEMENT

- DISTRICT BOUNDARY
- EXISTING FACILITY
- PROPOSED PARK
- PROPOSED SCHOOL
- FUTURE SCHOOL/PARK EXPANSION SITE

- PARKS**
- NEIGHBORHOOD PARK
  - 1/2 MILE SERVICE AREA
  - COMMUNITY PARK
  - 1 1/2 MILE SERVICE AREA
  - MINI-PARK
  - SPECIAL USE PARK
  - CITY-WIDE PARK
  - REGIONAL PARK

- SCHOOLS**
- ELEMENTARY SCHOOL
  - 1/4 MILE SERVICE AREA
  - JUNIOR HIGH SCHOOL
  - HIGH SCHOOL
  - 1 1/2 MILE SERVICE AREA



city of camarillo department of planning and community development

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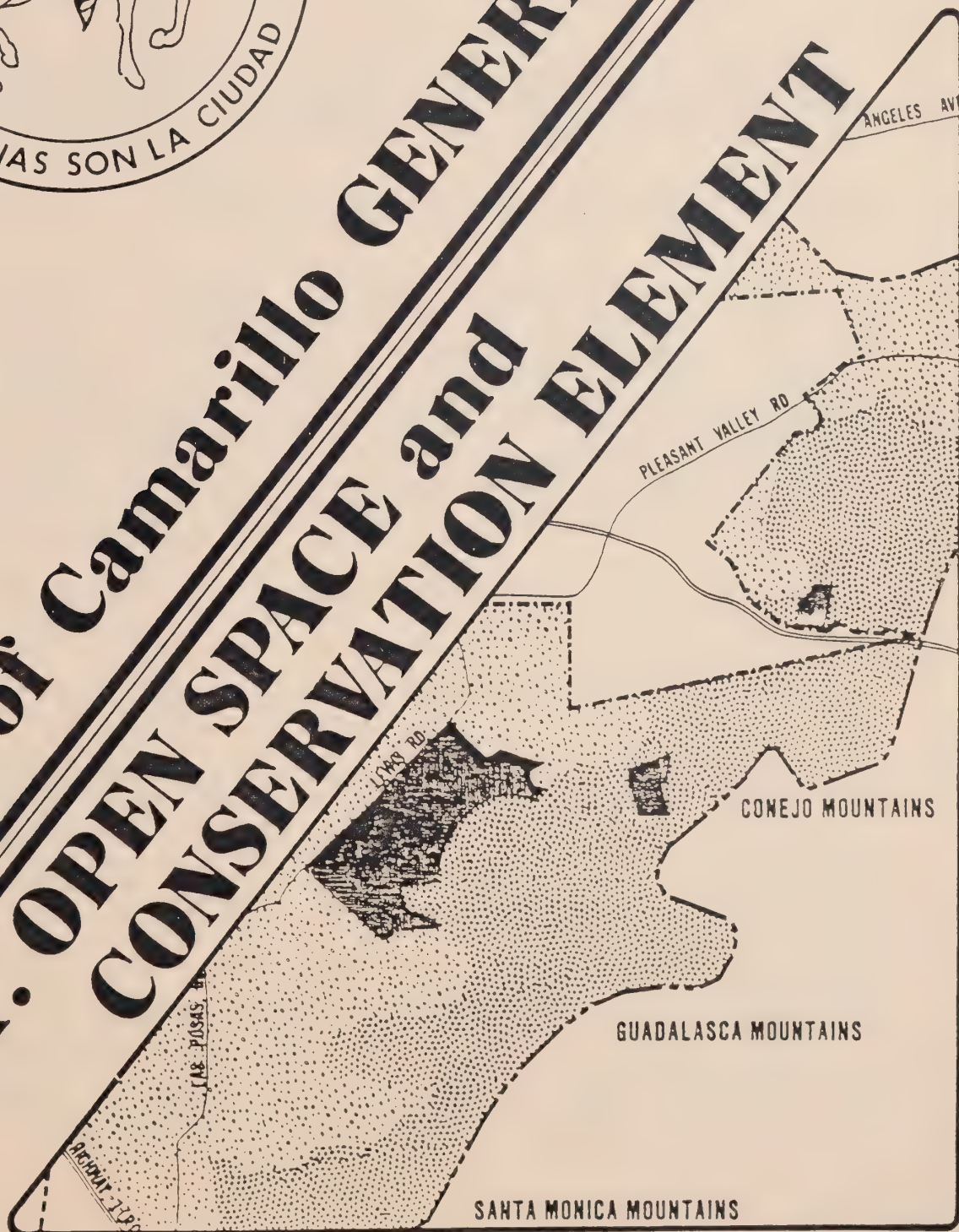






# City of Camarillo GENERAL PLAN

## IX. OPEN SPACE and CONSERVATION ELEMENT





# OPEN SPACE AND CONSERVATION

## INTRODUCTION

### Authority

The city is charged with preparing and adopting a comprehensive, long-term general plan for the physical development of the city. The plan is to include an Open Space and Conservation Element as prescribed in the State law.

Section 65302(d) of the Government Code of the State statutes says:

"(d) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled, or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

- (1) The reclamation of land and waters.
- (2) Flood control.
- (3) Prevention and control of the pollution of streams and other waters.
- (4) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (5) Prevention, control and correction of the erosion of soils, beaches and shores.
- (6) Protection of watersheds.
- (7) The location, quantity and quality of the rock, sand and gravel resources."

The Open Space Element as defined in Section 65560 of the Government Code states:



"65560. (a) 'Local open space plan' is the open space element of a county or city general plan adopted by the board or council, either as the local open space plan or as the interim local open space plan adopted pursuant to Section 65563."

The legislature further stated its policy and intent as follows:

"65561. The legislature finds and declares as follows:

- "(a) That the preservation of open space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources.
- (b) That discouraging premature and unnecessary conversion of open space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.
- (c) That the anticipated increase in the population of the state demands that cities, counties, and the state at the earliest possible date make definite plans for the preservation of valuable open space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations as authorized by this chapter or by other appropriate methods.
- (d) That in order to assure that the interests of all its people are met in the orderly growth development of the state and the preservation and conservation of its resources, it is necessary to provide for the development by the state, regional agencies, counties and cities, including charter cities, of statewide coordinated plans for the conservation and preservation of open space lands.
- (e) That for these reasons this article is necessary for the promotion of the general welfare and for the protection of the public interest in open space land.

65562. It is the intent of the Legislature in enacting this article:

- (a) To assure that cities and counties recognize that open space land is a limited and valuable resource which must be conserved wherever possible.
- (b) To assure that every city and county will prepare and carry out open space plans which, along with state and regional

open space plans, will accomplish the objectives of a comprehensive open space program."

## **Purpose**

The preservation of open space land is necessary for the maintenance of the economy and for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.

Discouraging premature and unnecessary conversion of open space land to urban uses benefits urban dwellers by discouraging noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.

The purpose of the Open Space Element is to define those policies and to designate those parcels or areas of land to be conserved or preserved as open space.

## **Background**

The Camarillo area is blessed with a relative abundance of open space. It is populated with persons who have a high degree of appreciation and understanding of it. The local technology and culture have been employed to enhance open space (water for irrigation, the means to get easily to the park or countryside and the time to enjoy it), but these activities have also contained the potential for environmental destruction: Waterlogging and chloride saturation from unwise irrigation, seawater intrusion from overpumping, crop and foliage destruction from smog and oxidant build-up in the air, eutrophication of water courses by phosphate and nitrate nutrients, accelerated erosion and runoff loss by unwise grading and paving and the consequent urban sprawl.

At present the city has adequate, even abundant, surrounding rural and scenic land. There is a substantial watershed lying partly outside the city's Sphere of Interest with a considerable, but not uncontrollable, flood plain and flood problem and some water table and drainage problems in the southern end. There is a uniquely productive agricultural land which is disappearing or becoming subject to urbanization. There are over 3,000 acres of mountains that should remain in near-wilderness state for the foreseeable future. There is undeveloped land within the present city limits that could accommodate considerable population, even at a relatively low density residential zoning. There is a minimum of municipal park land, much of it undeveloped and underused, but well located with regard to school sites and residential population.

There are opportunities to develop scenic highways, bicycle paths and hiking and riding trails. There are a variety of natural,



historical and cultural features and landmarks worthy of preservation.

The city and its environs have an abundance and variety of wildlife habitat but it is fast disappearing with the intensification of development. The substantial reserves and refuges in the mountains and marshes at the southeastern boundary of the city sphere are the only safeguards. The area has an air basin of limited capacity and mixing ability and high solar input and therewith the potential for air pollution, degradation of visibility and damage by smog. The city has substantial, but not absolute control over development within its Sphere of Interest. The city can urge preservation of open space, but cannot prevent the loss of watershed, subdivision of prime agricultural land and exploitation of resources of lands in the county.

There presently is a substantial greenbelt of contracted agricultural preserves in the Las Posas and Santa Rosa Valleys along the city's northern boundary, and a compatible adopted Open Space Plan (Thousand Oaks) protecting the Conejo Valley-Hidden Valley-Lake Sherwood expanse to the east along with the Point Mugu State Recreational Area, the Santa Monica Mountains, and the Pacific Ocean protecting the south.

The greatest threat of development is from the west where the land is level and eminently developable, although the Ventura County Open Space Plan and the increased number of agricultural preserves have lessened this threat. The city along with Oxnard, the County of Ventura and LAFCO have agreed to protect much of these lands through a "Greenbelt Agreement".

## DEFINITION

The following definitions are taken from the state laws or adopted for use by the city and are used as a common base for terms used in the Conservation and Open Space Element.

### Section 65560. Open Space Land

"(b) 'Open space land' is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional or state open space plan as any of the following:

- (1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake shores, banks of rivers and streams, and watershed lands.



- (2) Open space used for the managed production of resources, including, but not limited to, forest land, range land, agricultural lands and area of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- (3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.
- (4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watershed, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality."

A condensed definition is as follows:

"Open space land is any parcel or area of land or water which is essentially unimproved and devoted to the preservation of natural resources, used for the managed production of resources, outdoor recreation or for public health and safety and is also designated as open space on the general plan."

It may vary in size from a fractional acre park to a several-thousand acre tree or brush-covered watershed. It may serve as a primarily aesthetic use, such as freeway landscaping, providing contact with nature, or providing for mental and emotional development and well being. Such space would include ponds and special community features serving some civic function, a buffer strip between residential and industrial zones. These spaces can be located throughout the city serving as a scenic community identification, or some resource management function, such as reservoirs, fire breaks and aquifer recharge beds.

Conservation is the planned management, preparation and wise utilization of natural resources. The objective of conservation is to prevent the wasteful exploitation, destruction or neglect of these resources. The local conservation planning process and

program should acknowledge the environmental processes that apply to the city.

## VALUE OF OPEN SPACE

It is relatively easy to determine the cost of acquiring and maintaining open space--particularly permanent open space within the city such as its parks, parkways, reservoirs, playgrounds and golf courses. A reasonable estimate can also be made of the potential revenue lost by not permitting commercial/industrial development of the site. The worth is less easy to evaluate, because many of the benefits are intangible, or have historically been considered free.

The quality of light and air and the amount of background noise between Los Angeles and Camarillo are probably not measurably different to instruments, but to either visitor resident the difference in sensed quality of the atmosphere--the impression or ambience--is sharply evident. But how do you set a price on it?

The value of a good address is known to both family and business, strongly contributing to this reputation is the relative amount of open space. Perhaps the best comparison is that it is like innocence or reputation--having no quoted market price, but universally valued.

Another measure of the value is the estimated increase in cost per family for health care, cleaning and deterioration of materials and foliage if the open space were lost to residential/commercial/industrial use with consequent degradation of air quality. The cost of air pollution damage to agriculture and industry is reflected in increased product cost and the cost of abatement legislation and enforcement in higher taxes. Maintenance of existing air quality by preserving existing open space is therefore worth some amount per year.

The capture and use of storm runoff in reservoirs and groundwater recharge areas also provide a substantial savings, both through reduction of crop and property damage and differential in the cost of imported water.

The worth of open space in attracting high-value industry and job-producing universities, hospitals, government centers is certainly a factor in a relocation decision but a precise value is difficult to assign. Open space has value and is valuable but its cost is hard to determine.

## AGRICULTURE IN CALIFORNIA AND VENTURA COUNTY

California has been the Number One farming state in the United States for 41 consecutive years, ranking first in the production of 54 crops, second, third, and fourth in many others. Its



average farm land value is the highest in the nation except for four small northeastern states.

California farm gross receipts have risen from \$4.5 billion in 1970 to \$16.6 billion in 1988; 33 million acres, constituting 3% of US farm land, produces 10% of U.S. farm income. During the 1970's new irrigated land in the San Joaquin Valley increased from 4.3 to 9.4 million acres.

The total value of agricultural products in Ventura County has increased 600% during the past 35 years and surpassed \$785,000,000 in 1988, an increase of \$116,000,000 over 1987. The county leads the nation in the production of lemons and is second or third in the production of avocados, spinach, strawberries and chili peppers, and high in the top ten in production of nine other high value crops, including tomatoes, carrots, celery, cabbage, peas, bell peppers, broccoli and eggs.

Total harvested acres in Ventura County has declined by approximately 11% since 1975. The rate of decline was about 3% annually from 1956-1975, the period of greatest urbanization in the county. Fruits and nuts harvested acreage increased approximately 1,370 acres (2.8%) a year beginning in 1975 as the extensive avocado plantings in the Las Posas Valley came into production. Since 1980 this acreage has remained stable. Vegetable acres harvested experienced a 6% annual increase between 1976 and 1983 as removed citrus and walnut groves were replaced by row crops. However, since 1983 the amount of acreage has decreased slightly. Field crop harvested acreage has shown the greatest rate of decline. Since 1976 the amount of acreage for field crops has decreased by 64%; a net loss of over 14,000 acres.

Harvested acreage accounts for about 33.5% of the farm acres in Ventura County. The remainder is rangeland and former orchard and cropland not in production but not yet built on.

The approximately 57,000 acres in field and vegetable crop production constitute about 43% of the 130,000 acres of important farm land. The 59,000 acres in fruit and nut production is increasingly on steeper hillside land unsuited to other types of crops. The land being lost to urban uses is predominantly Class I and II level irrigated row crop land on the urban fringes and adjoining the freeway and major arterials. The total Class I and II soil in Ventura County is only about 33,500 acres. Agricultural wage rates in California rose 280% from 1950 to 1975. At the same time total farm employment has dropped by more than half to less than 4 million workers at present. Output per man hour has increased more than one-third primarily due to mechanization. The number of agriculturally employed in Ventura County has remained fairly stable from 1960 to 1985 at approximately 14,700. However, since 1985 agricultural payrolls have increased. This trend is expected to continue through 1990.



Agricultural workers have comprised about 7% of the work force since the early 1980's. Prior to this time agriculture had been declining as a percent of the total work force due to the rapid growth of the other segments (wholesale and retail trade, services, manufacturing and government).

While Ventura County's prime agricultural land represents only about 2% of the state's total, it is uniquely productive, well located in relation to the associated market and surrounding land uses and worthy of being preserved.

Agriculture is an important part of Camarillo's past and present heritage and provides a deep and continuing understanding and concern for the land that underlies all development and the associated water and air resources that make it useful and valuable. Farm land possesses aesthetic value and provides visual relief from the monotony of urban development. Because it remains on tax rolls, in private ownership and under professional private management, producing substantial employment and self-supporting economic return while contributing to the variety and quality of life, it is one of the most inexpensive forms of open space.

Williamson Act Lands. Due to a strong popular mandate, the Land Conservation Act of 1965, also known as the Williamson Act, was established. This Act provided for the assessment of prime agricultural land in a manner that would encourage private owners of open space land to maintain it for open space uses. Basically, a contract is negotiated between a landowner and local agency in which the owner agrees to continue his land in agricultural use for ten years in return for reduced property taxes so long as that use prevails. In 1969, the definition of agricultural preserve, where land subject to the contract had to be located, was amended to emphasize the preservation of open space. This shift in emphasis was made in order to provide communities with a tool capable of preserving open space which could reach many more landowners and not merely those owning prime agricultural lands.

Effect of Williamson Act. At present about 53,000 acres of Ventura County's prime agricultural land is in contracted agricultural preserves. Over twice this amount of nonprime agricultural land (110,000 acres) is in contracted preserves.

With the passage of Proposition 13, the advantage of placing lands under the Williamson Act lessened and the program slowed and may now be reversing.

<u>HARVESTED ACRES</u>				
<u>YEAR</u>	<u>FRUIT &amp; NUTS</u>	<u>VEGETABLES</u>	<u>FIELD CROPS</u>	<u>TOTAL*</u>
1983	59,052	49,851	14,655	123,558
1984	59,575	59,685**	10,507**	129,767
1985	58,845	58,099	10,004	126,948
1986	59,519	51,163	9,829	120,511
1987	59,074	47,006	7,431	113,511
1988	58,714	48,962	7,956	115,632

\* Total does not include grazing land

\*\* Prior to 1984 dry beans were counted as a field crop  
Beginning in 1984, counted as a vegetable

Source: Ventura County Ag. Comm. Reports

## DISTRIBUTION AND RELATIVE PERMANENCE OF OPEN SPACE

Earlier studies by the city and the county dealing with Land Use Elements, Open Space Elements and the Open Space and Conservation Element for the Bell Ranch and Santa Rosa Valley have identified the city's present total open space and its function.

The most permanent open spaces are the regional assets in the mountains along the southeastern border where steep slopes and thin soil preclude any development other than wilderness recreation. They should remain permanently open for watershed. The next most permanent open spaces are the natural watercourses: Calleguas Creek, Conejo Creek and Revolon/Beardsley Wash. They provide aquifer recharge and storm runoff and should remain permanently open to prevent degradation of water quality and to minimize flood damage. Next is the prime agricultural land. It is capable of becoming urbanized but most of it should remain open because of its economic importance to the city and county, it's essential to air and water quality of Pleasant Valley and the Ventura Basin, and because it is an irreplaceable and nonduplicable natural resource for food production for California and for the United States. But when the price per acre can increase by more than six times from \$20,000/acre to \$130,000/acre with a change of zoning, or the tax rate remains as though it were already developed when it is losing money at an unheard of rate by remaining in agricultural use (because of drought, insect infestation, cost of water, frost, fire, market collapse, or other periodic hazard), the pressure to allow urbanization becomes intense.

The next most permanent open spaces are the municipal and regional parks. These provide primarily recreational and aesthetic value, but also serve to maintain air and water quality and area property value. The park acreage should increase to compensate for the loss of rural open space and to accommodate the rising urban population, but typically it does not keep pace because of the rising cost of land and park maintenance.

The least permanent open space is the Camarillo foothills which are usable for orchards, are more costly to urbanize and service, provide attractive and scenic natural open space and contain valuable watershed area but which may be sacrificed in order to retain the more valuable prime agricultural land.

The amount of open space per resident, considering population growth, will show a decline through 2010 reflecting the development of foothills and remaining open land within the city.

These earlier studies inventoried only the open space surrounding the city. Actually there is considerable open space within the city limits, some is zoned for development while other areas are intended to be held for agriculture and open space (refer to land



use map for actual designated areas), so that the actual total contributing to air quality, water quality and the quality of life consists of more than just park and school site acreage. When the land now zoned and scheduled for development is actually urbanized and the rising population fills it up, air and water quality and the quality of life will almost inevitably degrade correspondingly, regardless of technological breakthrough and in spite of the agricultural and wilderness areas within the sphere remaining permanently open.

## **NATURAL RESOURCES**

In addition to water, watershed, air and arable soil, another valuable natural resource in the Camarillo sphere is soil quality and the foothill recreational areas. Given the extensive exploration and development of California, it is doubtful if any undiscovered mineral or petroleum/natural gas deposits exist.

The county performed a study as part of its Mineral Reserve Management Program which did not identify any aggregate resources of statewide significance in the Camarillo area as illustrated on the Aggregate Resources Map. There are areas containing mineral deposits whose significance cannot be evaluated from available data. There are potential local sources of aggregate which need to be controlled due to nearby existing development, particularly in the southeast portion of the city.

One valuable mineral resource not often recognized as such is sand and gravel. (It is second only to petroleum and natural gas in annual production and value in California.) Each average sized single-family detached residence requires several truckloads of concrete. The streets and supporting school, commercial and industrial developments require additional quantities. In the coastal alluvial plains gravel deposits exist as thin beds ("lenses") between thick layers of soil, just as the creeks and rivers laid them down during their annual flood rampages and periodic changes of course. The only sites where they are economically feasible to recover are shallow beds near the present watercourses, or buried banks exposed along the upthrust of a fault, and these must be near a source of high quality water and also near enough to the construction site to permit intransit mixing. The potential for conflict between resource utilization and natural topography preservation is evident.

## **Relationship to Other Elements**

The Conservation and Open Space Element is a primary tool for the protection of the community's natural environment, providing critical input into the preparation of the Land Use and Circulation Elements. Its concerns relate directly and in fact overlap many of the concerns of the Seismic Safety and Scenic Highways Elements.

The Conservation and Open Space element can provide the major data and policy base line necessary to analyze the impact of environmental proposals.

The General Plan and its Elements comprise an integrated, internally consistent and compatible statement of policies. Many policies, goals, objectives and implementation may also be found in other Elements, such as the Land Use or Recreation and Park.

## **Scope and Methodology of Conservation and Open Space Element**

The Conservation and Open Space Element requires an appraisal of the community's natural resources and the development of policy for their preservation or wise utilization. Not all communities have forests or fisheries and thus not all the subject matter listed in state law applies. However, all communities have water relationships and need to evaluate ongoing development which affects the supply and utilization of this resource. Elements of such appraisal are:

1. Identification, evaluation and analysis of the community's natural resources and open space include:
  - a. Water Resources. Source and availability of water, flood control, water pollution, control of erosion, drainage systems, protection of watersheds, weather and climate (study of water resources and consequent policies should be coordinated with all water agencies in the planning area).
  - b. Vegetative Resources. Forests, agricultural areas, watershed areas, marshes; in urban areas this could encompass street trees, parks and other urban vegetation.
2. Analysis of community needs for open space for recreation, health and safety.
3. Analysis of urbanization and land needs for projected future urbanization.
4. Formulation, with active involvement of citizen groups, of goals, objectives, policies, and priorities with special attention to unique, endangered or critical resources.

Citizen groups organized around open space and environmental issues often have a thorough knowledge of specific aspects of the local natural environment and should be utilized thereby saving staff and research time. Additionally, they may provide private resources for the implementation of open space plans as well as the local support necessary in open space preservation.



5. Analysis of the relationships between conservation and development.
6. Formulation of criteria and standards for conservation, development and utilization of resources based on goals and objectives.

## Principles

The guiding principles to be used in conservation and open space planning for the City of Camarillo are:

1. To contain urbanization within a defined boundary for efficient city management and to prevent random annexation and spotty community buildup with vacant intervening parcels.
2. To secure permanent municipal open space in the form of park land, transportation and utility corridors, reservoir sites, refuse disposal sites, and other similar uses where best placed to serve the needs of the public and to be coordinated with community growth and need by their placement and timing of development.
3. To coordinate the selection and use of open space with other affected public agencies (park sites with school sites and flood control storm drains with municipal wastewater treatment and reclamation with bridle paths and equestrian trail systems, and other similar areas).
4. To protect public safety by reserving flood plains, flood control channels, earthslide and seismic fault zones, fire breaks, and other similar areas and employ them for safe nondisaster-time occupancies or permanent open spaces.
5. To make maximum compatible multiple use of open space (hiking and riding trails along flood control channels, picnic sites at reservoirs, rest stops and viewpoints along scenic highways, after-hour use of school playgrounds); to preserve erosion and silting, eutrophication, waterlogging, salt buildup, by good watershed management and irrigation/drainage practice.
6. To separate agricultural and urban uses so that efficient agricultural practice (cropdusting, fertilizing, herbicide application, feed lots, mechanical harvesting of large contiguous tracts) can be accomplished without danger or nuisance to residential areas and without adverse effects on sensitive crops which could be damaged by air contaminants resulting from intensive urbanization.





south half of ventura county

class I & II (prime)

source:  
soil conservation service  
department of agriculture

ventura county planning department

resources plan and program

open space and  
conservation element

soils

## Policies

The following policies are adopted by the City Council to implement the Open Space and Conservation Element:

1. Continue to work closely with parks and school authorities in the development, maintenance and joint operation of local recreational and park areas.
2. Provide for and encourage dedication of areas for schools, parks and public open space.
3. Protect and preserve valuable agricultural land by encouraging actions such as agricultural zoning and use of the Williamson Act.
4. Encourage private and quasi-private landowners to provide open space for recreation, landscaping, and preservation of natural land features where feasible.
5. Identify and limit the extent and intensity of uses and development in hazardous areas such as, but not limited to, unstable or erosive soil, steep terrain, streambeds or seismic fault zones.
6. Identify and protect natural watersheds, natural drainage beds and water recharge areas to achieve recovery of local water and the preservation of natural plant and animal habitat.
7. Preserve the natural features and general environmental characteristics of the hillside areas with minimum disturbance to native plants and animals. Establish open space areas that maintain and enhance the hillsides and provide a buffer between developments and open space and agriculture.
8. That the Open Space and Conservation Element must be used as basic reference material in the preparation and evaluation of environmental impact reports.
9. Encourage development in areas where services and facilities already exist and are underused. Promote efficient extension of utilities and services.
10. In keeping with the city's Conservation and Open Space plans and policies, actively pursue programs in cooperation with the federal, state, regional, county and special district agencies.

11. Periodically review and redefine the Open Space and Conservation Element to improve its contents and effectiveness in guiding sound development programs and policies soliciting maximum public input.

## **GOALS AND OBJECTIVES**

### **A. Economic**

To achieve a balanced utilization and conservation of natural resources which meet the economic, social and material needs of the inhabitants. To encourage the preservation of productive agricultural soils, including highly fertile and specialty crop lands.

To provide for managed resource production of sand, gravel, oil, gas and other minerals of economic value. To conserve valuable materials, groundwater recharge land, watershed and reservoir sites.

To provide for commercial recreation and tourism, and control of lands for open space use; protection of transportation/communication corridors and sites.

### **B. Protection, Safety and Regulation**

To preserve irreplaceable and nonrenewable natural resources by protecting urbanized areas and vegetation from high fire risk, exploitation and depletion; protecting marine habitats from erosion, silting, flooding, and pollution; by regulation of extraction of bed gravel and sand.

Protection for drainage channels and flood plains will be encouraged to minimize watershed erosion.

Prevent, reduce or eliminate noise pollution.

Uphold quality development with a balanced and integrated land use pattern and an equitable process for bringing about greater compatibility in use of open space land and urban uses.

### **C. Health**

The city will protect the watershed, groundwater sources, fresh water treatment, storage and distribution system, and wastewater collection and treatment system from contamination and damage.

Protection will be afforded surrounding areas from groundwater contamination and landslide damage from septic systems.



To enhance the physical, emotional and mental well-being of individuals in the city by providing easily accessible opportunities for urban residents to relate to natural open space; to protect water quality; to provide sites for waste treatment and disposal, and to encourage land uses which will minimize the degradation of air quality.

## **D. Community Environment and Support**

The city will cooperate in the development of multiple use reservoirs and recreational waterways.

Strive for reclamation of municipal wastewater by treatment and sale to agricultural uses.

To maintain and develop the physical environment of the city to provide the highest possible quality of urban life without destruction of the natural open space lands by providing access and separation corridors that maintain neighborhood identity and separate conflicting land uses, and renewal or redevelopment of urban areas to reduce pressures to urbanize lands in current open space use.

## **E. Education**

To assure each generation the opportunity to learn their relationship with nature through personal interaction; to provide observation stations and nature laboratories; to preserve archaeological sites and geological features of note.

The city will encourage conservation education in the local schools by providing resources available through its contacts and studies of local areas.

The city will support conservation education to the general public by sponsoring local programs where applicable.

The city will be sensitive to and involved with education of its employees on the need and adoption of conservation techniques, particularly energy conservation, within its framework.

## **F. Transportation, Access and Distribution**

The city will assure efficient conveyance of and distribution of agricultural, industrial and domestic water.

The city will be constantly involved with planning and coordination of regional water districts and resources.

To provide recreation and scenic trailways, roads, paths, and means of access without private transportation to enjoy scenic and recreational open space lands by development local transportation corridors in harmony with the natural environment.

## **G. Recreation**

The city will permit, encourage and actively promote multiple use recreation facilities and areas consistent with resource utilization and preservation.

The city will take an active role in planning for designs that involve multiple use resources.

To assure a full range of recreational facilities, and to protect and develop those natural areas so that they are accessible to all citizens; to assure minimal development in environmentally sensitive areas and those serving as wildlife habitats; to protect wildlife areas and resting areas to maintain a balanced ecology and continued high value recreation management; to promote community parks throughout the community; to plan and promote the purchase of open space recreation areas; to seek state and federal funding for that purpose; and, to preserve and protect historic, scenic, geological and archeological sites for the enjoyment of present and future generations.

## **H. Agricultural Compatability**

To promote retention of agricultural uses where they do not interfere with and are not encroached upon by urban activity.

To preserve existing agriculture in isolated areas, on flood plains, and unique areas capable of average or better than average crop yields.

## **Constraints**

Considerable open space lands exist outside the city limits and the Sphere of Interest which the city does not exercise direct control over and is limited in its ability to preserve or conserve the natural resources, yet its impact is significant and direct on the quality of life in the area. Budgetary limits restrict the city's ability to construct facilities to protect or preserve natural open space. Provision of recreation and flood control is the specific responsibility of other agencies, namely the recreation and park district and flood control district.

In some cases needed improvements can only occur with development or limited development of certain lands.



State law limits certain building activity and land use.

"65566. Any action by a county or city by which open space land or any interest therein acquired or disposed of or its use restricted or regulated, whether or not pursuant to this part, must be consistent with the local open space plan.

"65567. No building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted, unless the proposed construction, subdivision or ordinance is consistent with the local open space plan."

In some cases this is more an opportunity than a constraint.

## **Available Techniques**

### **1. Open Space Lands Assessment**

Article 28 of the State Constitution directed the assessor to assess open space so as to: "Preserve its use for production of food and fiber, use and enjoyment of natural resources and scenic beauty and recreation."

### **2. Open Space Easements**

The state code on open space easements provides that a city or county having a General Plan may accept grants of open space easements in which the owner relinquishes to the public in perpetuity or for a term of 20 years or more, the right to construct improvements on it. The easement agreement may also contain a covenant against the extraction of natural resources, cutting trees or growth except for preservation or other inimical activities. It must be consistent with the Open Space Element of the General Plan and must be in the best interest of the state/county/city and important to the public for the employment of scenic beauty, use of natural resources, recreation or production of food and fiber and specifically because:

--The public use may acquire the land for a park or other public use.

--The land is unimproved and has scenic value from a public highway or building.

--Retention will add to the amenities of living in adjoining or neighboring urbanized areas.

--It is in the public interest to preserve the rural character of the area.



--Because of its value as a watershed and as a means of preventing floods.

--It is a valuable wildlife preserve or sanctuary (with covenants to that end).

--The public interest will otherwise be served in a manner consistent with Article 28.

### 3. Williamson Land Conservation Act

The Williamson Land Conservation Act of 1965 defines prime agricultural land as land which has a U.S. Soil Conservation Service rating of Class I or Class II, or which has a Storie Index rating of 80 or higher, or can support one livestock animal per acre at the level prescribed by USDA, or orchard or cropland having a raw production return of \$200 per acre.

Cities and counties were permitted to establish agricultural preserves of 100 acres or more (and during 1971 preserves of less than 100 acres if in keeping with the General Plan). Contracts were for an initial term of at least ten years, with establishment (or alteration or dis-establishment) preceded by notice and public hearing. Nonagricultural land within an agricultural preserve must be rezoned to a compatible use within two years.

### 4. Ownership

Acquisition of essential or desirable facilities can be accomplished through the securing of fee title to land either by purchase, gift or the offering of deeds, as a part of the process of development. This method, of course, is best insofar as retaining the land in perpetuity as part of the heritage of the city. It is also the most difficult method to use because it involves the allocation of sizable amounts of money for acquisition either through the capital improvement program, creation of special districts, or bounded indebtedness as a result of a vote of the people.

Acquisition of land for public parks is a district function insofar as urban parks are concerned. Most of these recreational facilities are directly related to the service of local residents, except in those instances where the parks are of a special character where a wider usage is anticipated and invited. In addition to the usual allocation of land for general public usage for park and recreational purposes there, there has been in recent years the allocation of land for private open space and recreation as part of large scale housing programs in the form of mobile homes, condominiums and private projects, such as the Leisure Village and Pardee (Mission oaks) developments. these supplemental uses, while valuable, do not eliminate

the need for the type of parks and recreation areas that serve the general public.

Most city parks are located in proximity to the public schools and wherever possible are an extension of the campus of these educational facilities in order to expand the efficiency of both types of education, cultural and physical.

The standards for these urban parks are included in the General Plan and their frequency is based on the population density recommended for the future of each of the several districts of the city. In portions of the city, where the parks are absent, the General Plan denotes this deficiency and indicates to the governmental authorities the places where funds should be allocated for more adequate service to local residents.

As indicated in the introductory remarks to this section, the acquisition of new or expanded areas for parks in the already urbanized portions of the city is usually most difficult and costly since the land must, for the most part, be purchased, often clearing sites already developed. In the more open areas where large scale subdivision are possible, the city could use the provisions of the Subdivision Map Act and its own subdivision ordinance, to secure the dedication of parks as part of the land development process. Where sites within a proposed subdivision are not practical, the city could also utilize the "in lieu" provisions of the act to secure funds to acquire sites where they would serve the residents best. In addition, the city could use portions of its development fees for the acquisition and improvement of these areas.

In some instances, there have been gifts of land for park and recreational purposes. These usually result in special types of facilities controlled by the conditions associated with the gift.

An additional potential exists in those cases where the city might, at some time, become involved in an urban renewal or revitalization program. This activity could include the allocation of land for essential parks and open spaces as part of the rejuvenation program, the cost being defrayed by the increased value of the land in the area subject to this treatment.

## 5. Regulation

Land can also be secured through negotiations associated with the several regulatory processes such as subdivision or zoning. In this category, land essential to several programs can be set aside by dedication. The land is



retained in private ownership, but its use is reserved for some public purpose by easement or other device appropriate under the law. While not the most positive method for securing the land, it is widely used and can invite participation of land owners and developers at the time when they seek to change the use or intensity of use of their holdings.

Also, under regulation, certain land subject to danger either from flood, fire, slippage, or other acts of man or nature can be retained in conservation or open use categories until the dangerous characteristics are eliminated.

In addition, land which cannot be provided with reasonable access, or where the steepness will cause defacing of the landscape when development takes place, or where public services cannot be provided, can be regulated as to the intensity of use to thus retain the open character of the landscape, as well as the public health and safety of the potential occupants.

In all cases where a regulatory process is applied, there must be a provision for a reasonable interim use, excepting in those situations where it can be demonstrated that any use would endanger the health, safety or welfare of the user or the community at large. Several of the types of land use and zoning provisions can illustrate possible forms of regulation.

- a. Agricultural Zoning. This type of zone would permit, in addition to agricultural uses, those industrial activities associated with farming, including the processing, packing, and storing of produce raised on the site. There should also be provisions for the residence of the farm family and caretaker. Uses such as labor camps can, and often are, prohibited. Sale of products raised on the site is frequently permitted via a limited number of temporary stands.
- b. Flood Plain Zoning. This type of zoning is almost universally used to restrict or prohibit the use of land to protect residents or uses where they may from time to time be subject to flood damage.

Where only portions of an ownership are subject to flood danger, there could be provisions for compensatory density, allowing a greater intensity of use on the safe land in instances where the endangered land is dedicated for permanent open space usage. This latter process can be utilized where the arroyos are indicated as linkages or desirable locations for trails.



- c. Subdivision. Under the state and local laws governing the subdivision of land, it is possible to secure easements for numerous public purposes, as well as the dedication of land for both schools and parks or fees in lieu thereof.
- d. Development Fees. The city will continue its program of obtaining parkland and in lieu of fees as part of the development process. The funds will be used for beneficial acquisitions of parkland, open space and recreational uses.
- e. Overlay Zones. These are secondary zones which may be placed on critical areas of the community where, in addition to the basic uses and regulations, there may be such conditions as may be essential to protect the quality of an area, the architectural unity therein, the preservation of historical or archaeological sites, the safeguarding of precious resources of other kinds, or the protection of hillsides and areas of unstable soils.
- f. Tax Deeded Lands. When tax delinquent property reverts to the state as tax deed land, the city could acquire these parcels and either use them for recreational spaces or trade them for land more suitable for public purposes.
- g. Private Golf Courses. Efforts should be directed to secure golf courses as permanent open spaces by providing for:
  - (1) The right of first refusal to acquire the land as a public facility if the private owner decides on an alternative use.
  - (2) Provide, through zoning, for the retention of the courses by allowing peripheral land not essential to the courses to be utilized for residential uses with a compensatory density based on one or more dwelling units per gross acre of the total site or some reasonable alternative. Should this course be taken, the area remaining in the golf course should have its development rights dedicated to the city to preserve it as a permanent open space.

## Area of Interest

The city, working in cooperation with the county, should require the acquisition and development of urban parks and recreational areas in those portions of the county where urban development is anticipated or proposed. In these instances, the standards and facilities should be equal to or greater than those that can be

secured in the urban areas, recognizing that the already urbanized area frequently requires compromise as to both character and quality that should not affect newly developing areas.

Since many of these areas may someday become a part of the city, it is imperative that each development be considered in terms of the provisions of a total balance of public use facilities.

In a portion of the Area of Interest, there also may be opportunities to secure larger regional types of open space and recreational areas. These areas may take the form of wilderness parks and conservation areas that involve excessively steep lands, flood plains, and similar opportunities to utilize legislative regulations to protect the public health and safety, as well as the special scenic, archaeological, historical, and ecologically important sites.

## **Growth and Annexation**

The city's economic study and Land Use Element indicate that growth will most likely occur to the west and east. The city should continue to work with the county to assure sound planning outside the city limits.

As a matter of overall policy, the city shall encourage development to occur within the city and that development should be of high quality bringing with it benefits that are not just fiscal but efficient and cultural as well. The city should continue to be concerned and try to influence land use change requests bordering the city.

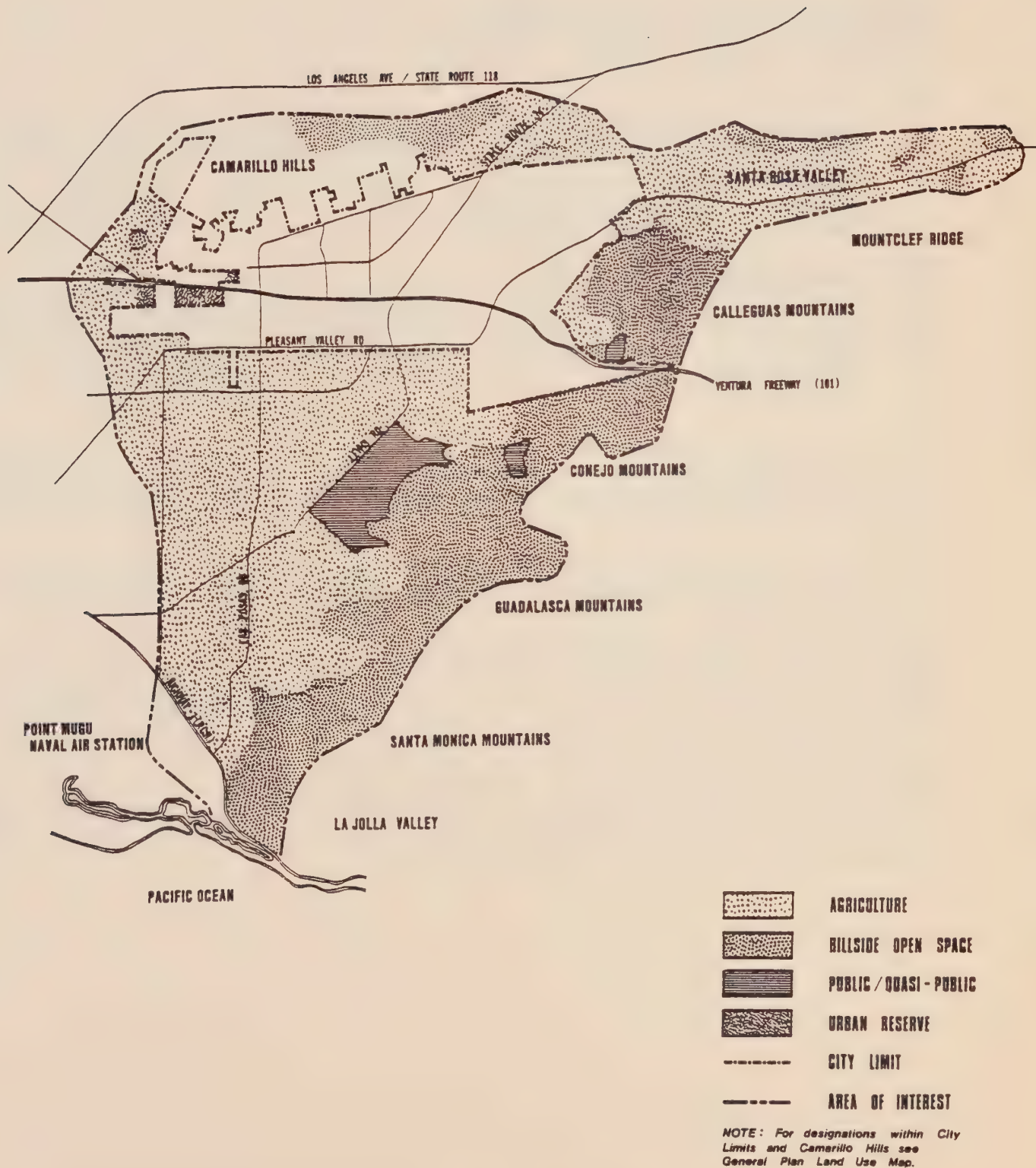
## Criteria for Annexation

Annexation policy should include the following criteria:

1. Annexations areas should be of sufficient size to enable efficient planning and economical provision of public facilities and services. Small annexations should be avoided unless necessary to round out city boundaries to prevent unincorporated islands, or to bring into the city lands of a unique nature.
2. Annexation areas should be compact, regular in shape, and contiguous to the city. Although some irregularities in boundaries are inevitable as annexation increments progress outward, "shoestring" annexations, gerrymandering of annexations creating unincorporated peninsulas should be avoided.
3. Priority should be given to annexation of relatively undeveloped areas designated for urban uses so that the city can exercise control over future development through the planning process.
4. Open space and agriculturally designated lands should not be annexed unless there is some compelling need or benefit to the city.

It should be kept in mind that this is a preliminary analysis of lands contiguous to or near the city boundary intended as an overview for the purposes of identifying annexation potential. Area boundaries are tentative and subject to modification, but nevertheless logical and in conformity with good planning practice. Where annexation interest ripens in a particular area, a detailed report should be prepared thoroughly covering the advantages and disadvantages of annexation to property owners and inhabitants of the area and to the city.





## OPEN SPACE AND CONSERVATION ELEMENT

CITY OF CAMARILLO DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

## **IMPLEMENTATION**

These are the specific actions to carry out the policies, goals and objectives.

Cities and other public and private agencies are constantly involved in implementing their planning program. It is at this point where portions of the long range plans become current, short range, action-oriented considerations governed by the availability of staff time and funds from a multiplicity of sources. In addition to the sources generally available to private organizations, communities have the ability to prepare and adopt regulations which may permit the acquisition or the reservation of essential facilities which are deemed appropriate to protect the public health, safety and general welfare. In many cases, the ability to legislate becomes the most important of the local vehicles, since the availability of funds for outright acquisition may be limited either by resources or by restrictive public regulations, state or local.

In reviewing the Open Space and Conservation Element for the City of Camarillo, the following are the existing programs which should be continued and the programs recommended to be added. They are not listed by any particular priority as all are considered important. The Open Space and Conservation Committee does however place the greatest urgency on the adoption of a Hillside Ordinance due to the vulnerability of those areas to development, the existing lack of guidelines, and their importance to the community.

### **A. Economic**

#### **Current Programs**

1. Williamson Land Conservation Contracts: 1004 acres.
2. Agricultural Exclusive Zone: Adopted and applied.
3. Conditional Use Permit procedure and conditions established for oil, sand, and gravel extraction.
4. Encourage the assessment of farm land to be based on the agricultural use and not on projected or adjacent land uses.

#### **Recommended Programs**

1. Prime agricultural lands will be utilized and preserved by flood control improvements of Calleguas and Conejo Creeks.

2. Develop regulated methods of extraction and use of accumulated stream bed gravel and sand for use in construction projects which respect the environment particularly examining air and noise quality impacts while providing for public meetings encouraging input in the process.
3. Monitor controlled irrigation pumping; irrigation control and recharging will be strongly encouraged.

## **B. Protection, Safety and Regulation**

### **Current Programs**

1. Open Space Zone adopted in 1978.
2. Flood plain mapping under way to establish boundaries of developable land.
3. Requirement for flood control channel improvements with subdivisions and planned development permits.
4. Compliance with up-to-date building codes and soil report requirements as well as special investigation on land with suspected fault or hazard zones.
5. Participation in County Air Quality Management Plan and limits on residential building permits to protect air and water quality.
6. Compliance with city Grading Ordinance to prevent erosion and silting.
7. Adoption of a Noise Ordinance in 1981.
8. Provide public notice and review of proposed projects.

### **Recommended Programs**

1. Enactment by 1985 and in no case later than 1986 and enforcement of a hillside development ordinance in keeping with the objectives of this Element due to the continual exposure to development of these valuable lands.

The city should consider suggesting comparable hillside grading standards to the County of Ventura. This program may be similar in form to the greenbelt agreements.

2. Adopt new and amended sections to the Subdivision Ordinance that will strengthen Open Space and Conservation Element policies.



3. Encourage the Fire Department to provide fire breaks and fire access roads and enforce open fire and vehicle regulations in brush covered hillsides within the city.
4. The city will make every effort to encourage the development and application of open space zoning for a balanced and integrated land use pattern by making open space zoning in conformity with the Open Space and Conservation Element of the General Plan. The city will also provide an equitable process for resolving conflicting open space and related property uses by:
  - a. Considering all development under the environmental impact process and its relationship to the Open Space and Conservation Element;
  - b. Actively seeking review and comment on the Open Space and Conservation Element prior to future revisions;
  - c. By adequate public notice and news releases, formal and informal public discussions and a publicly available text and map depicting the open space.
5. Acquire significant natural areas. The city should weigh and judge what is acceptable open space land and what it can be used for rather than receiving any land offered.
6. Provide ordinances allowing open space dedication, density transfers, and clustering in rural and open space areas to conserve open lands.
7. Provide a flood plain zone to aid in managing those areas.
8. Only compatible land uses will be permitted adjacent to open space lands and agriculture. Industry is considered one acceptable land use. Minimum 6-foot high fences should be required in these areas to maintain separation.

## **C. Health**

### **Current Programs**

1. Limitation policy on private sanitary systems.
2. Master plans for water and sewer systems.
3. Fees to pay for capital improvements.

4. Assure adequate chlorination, oxygenation or other approved and properly operated decontamination, clarification and filtration of treatment plant effluent prior to release to spreading grounds, or release for agricultural/open space irrigation.
5. All water reclamation sites conform to state regulations.
6. Irrigation systems and lake/pool supply and drainage systems are constructed to guard against the possibility of backflow contamination. The city shall be guided in the review of potential commercial uses in relation to any products or effluents which are defined as hazardous.

Similar precautions shall also be exercised in locating and monitoring air pollutant emission sources (domestic, commercial, agricultural, industrial, or municipal) to protect and preserve the quality of the airshed and air basin.

7. Separate storm runoff and normal sewage disposal systems so floods do not result in the release of raw sewage into water courses.

## **Recommended Programs**

1. Use streams and aquifers to carry out a natural purification and filtering versus introducing more chemicals and constructing power consuming treatment facilities wherever possible. Planting of trees and orchards is encouraged to aid in the natural air regeneration to enhance air quality in both populated and open space areas.
2. The city will preserve agricultural, industrial and domestic water supply from contamination by enacting and enforcing a watershed and watercourse zoning ordinance overlay.
3. Locate noisy open space recreation (motorcycle courses, drag strips, rifle ranges, rock concerts as examples) away from residential areas.

## **D. Community Environment and Support**

### **Current Programs**

1. "Greenbelt Agreement" with Oxnard, County of Ventura, and LAFCO to preserve agriculture and open space between communities around the city.



2. The city plans for recreational facilities within reasonable walking distance of any resident (as school sites are now planned) so that all ages and income groups can enjoy their benefits.
3. There are requirements for private open space recreation in housing projects and encouragement for private facilities within industrial and commercial projects.
4. Park land must be dedicated or in-lieu fees paid to gain approval of residential projects in accordance with the city adopted formula.
5. Acquisition of sites for additional public schools is based on the findings by the school districts that such sites are essential to answer the growth needs of the community in areas where this growth takes place. While these decisions on location of actual sites must be approved by the Planning Commission prior to purchase, the final decisions rest with the districts.
6. Approval of development based on consistency with the Open Space Plan. Section 65567 states:

"No building permit may be issued, no subdivision map approved, and no open space zoning ordinance adopted unless the proposed construction, subdivision, or ordinance is consistent with the local Open Space Plan."
7. Identify, preserve and develop reservoir sites to insure adequate water storage for personal, emergency, and public use.

## **Recommended Programs**

1. The city will continue to urge the State Department of Transportation to maintain a shade tree corridor extending along Highway 101 and to strongly encourage freeway landscaping.
2. There must be assurance of continuing community identity by preserving hills, watercourses and transportation corridors and a surrounding mountain/agricultural green belt through open space preserves, zoning, and maintenance.
3. Encourage citizen involvement in community appearance and beautification by such means as providing care and maintenance advice leaflets for parkway trees; support of the Camarillo Beautiful movement; anti-litter and litter cleanup projects; and container recycling.



4. Encourage the park district to provide channels and permanent recognition for farsighted and philanthropic residents who wish to give or bequeath parklands, historical sites, recreation facilities, and scenic amenities and easements. The city should develop a policy to be willing to negotiate for public lands to be used for public uses and serve as coordinator and catalyst to preserve historical buildings so the city can react when the opportunities arise.
5. The city will permit and encourage Campfire/Scout camps and private and commercial campgrounds where both residents and visitors can enjoy the vacation, summer camp, and wilderness experience.
6. The city will encourage the development of historical parks in which are heritage is recalled and preserved.

## **E. Transportation, Access and Distribution**

### **Current Programs**

1. The city requires paths to schools, and cooperates with other agencies in providing long distance and cross-country bicycle paths along the natural watercourses, flood control channels and streets.
2. The city plans for and requires adequate sized water and sewer pipelines to handle expected future needs when development occurs to conserve resources.
3. The city cooperates with regional districts in planning facilities within the area for efficiency, least disruption of open space, and to conserve supplies.

### **Recommended Programs**

1. Support the designation of the Ventura Freeway, Beardsley, Santa Rosa, and Potrero Roads as state/county scenic highway corridors.
2. Develop hiking and riding trails along the watercourses (Beardsley, Revolon , Calleguas, and Conejo) and at other appropriate areas.
3. The city will proceed with the analysis for the need of bicycle paths in the city and means of implementing the same.
4. Provide neighborhood bicycle paths to elementary schools, high schools, and parks.

5. The use of riprap and channeling will be suggested for flood channels.
6. Silt, debris and vegetation in channel bottoms will be removed and checked on a periodic basis to keep clear the flood control structures and facilities.
7. The use of fire roads, fire breaks and protection of watersheds and undercutting will be practiced to protect water sheds in conjunction with local fire department recommendations.
8. City, county and state laws which specifically address watershed, groundwater sources, fresh water treatment, storage and distribution system, and wastewater collection and treatment system as well as contamination of groundwater and landslides thereof will be strictly enforced and adhered to.
9. Through interaction with the Corps of Engineers, Pleasant Valley Park and Recreation District and Ventura County Flood Control District, the city will cooperate in the development of multiple use waterways and reservoirs whenever feasible on Calleguas, Conejo, and Revolon channels.

## **F. Recreation**

### **Current Programs**

1. The city, in cooperation with the park and school districts, seeks and promotes multiple-use open space; for example, recreational bicycle paths along or under power transmission line corridors, parks adjoining schoolgrounds with school playyard facilities and equipment usable during nonschool hours, picnic grounds combined with swimming pools, and horse showground or rodeo arenas combined with riding trails.
2. The city coordinates and actively participates with the Pleasant Valley Recreation and Park District in the planning and overall development of their park system.
3. The city endorses expansion and development of state and county park holdings, believing that each region should provide recreational facilities adequate to support its own residents.

### **Recommended Programs**

1. Urge state/county acquisition and development of large regional recreational tracts adjoining the Camarillo



Sphere of Influence: Point Mugu, Camarillo Grove, Round Mountain, and Santa Rosa Valley Park.

2. Locate additional neighborhood park sites in developing areas of the city.
3. Coordinate locating parks with school sites.

## **G. Education**

### **Recommended Programs**

1. The city, in cooperation with the school districts and other agencies in the area, will strive to provide opportunities for school children and adults to observe unartificed nature by preserving wild areas and wildlife cover along the natural watercourses and in the mountain sides and valleys.
2. The city will encourage the development of botanical gardens and nature museums.

## **Air Quality**

The City of Camarillo considers air quality as a resource which it desires to conserve. As such, as part of the 1989 update of the Conservation Element, a discussion of Air Quality is being included.

### **Overview**

In 1970, Congress approved the Clean Air Act to deal with the burgeoning problem of air pollution. As a result of this Clean Air Act, the Federal Government through the Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS). These standards define the levels of air quality that are necessary to protect the public health.

On January 1, 1989, the California Clean Air Act took effect. The goal of the California Clean Air Act is attainment of the State Ambient Air Quality Standards (SAAQS) "at the earliest practicable date." The SAAQS are more stringent than the NAAQS, and therefore will be more difficult to attain. The California Clean Air Act imposes many new requirements on areas of the state which are nonattainment for the state ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide standards.

Camarillo is in the Air Pollution Control Program for Ventura County under the direction of the County Air Pollution Control District (APCD). The APCD works in coordination with other federal, state and regional control efforts to achieve air quality standards as established by federal and state agencies.



Currently, Ventura County exceeds the National Ambient Air Quality Standards for ozone and the state level PM<sub>10</sub>. Areas of the county south of the Los Padres National Forest have been designated as nonattainment for ozone. Camarillo is located in the southern part of the county.

An area is in nonattainment of the national ozone standard if a maximum hourly concentration exceeds the primary standard of .12 parts per million on more than three days in the last three years.

Ozone is the primary ingredient of smog and is formed in the atmosphere through chemical reactions involving reactive organic compounds (ROC) and nitrogen oxide (NO<sub>x</sub>).

Smog-producing chemicals and other pollutants are found throughout the year. However, during the smog season, considered to be May - October, certain atmospheric conditions exist which further diminish air quality. During the smog season, western winds prevail. Normally, these warm air masses cool and disperse as they rise. But, under certain circumstances, a layer of warm air will fail to cool and disperse at the usual rate. When this occurs, it creates an inversion. This inversion acts essentially as a lid which prevents air rising from below from dissipating.

Inversion layers typically occur at elevations of 800 to 1,000 feet above sea level, but may occur as low as 200 feet.

While short-term prospects for improved air quality are good, the long-term outlook is less promising. The 1987 AQMP predicts that ozone levels will decrease through 1995, but as urban development and associated traffic increase, ozone levels tend to rise again.

## **Recommendation**

It is the city's goal to avoid further degradation to its air quality by using the adopted strategies and methods of the county's Air Quality Management Plan and by implementing measures of its own. These measures will include proper land use planning, transportation planning, the environmental review process, and implementing the goals and policies of the city's General Plan. By use of these measures, the city hopes to achieve a jobs-housing balance, reduce average trip lengths, promote alternative forms of transportation and increased ridership thereby hoping to improve air quality in accordance with federal and local standards. This does not preclude the use of overriding considerations. The city does recognize in some instances, after the application of various alternatives, that overriding considerations may be considered and used by the approving authority.







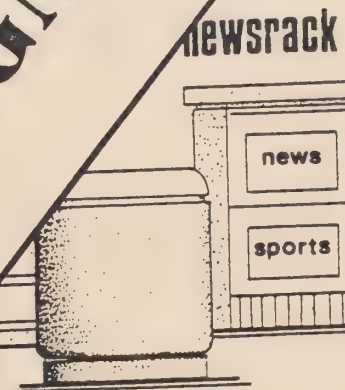




# City of Camarillo GENERAL PLAN X. COMMUNITY DESIGN ELEMENT



kiosk



trash  
container

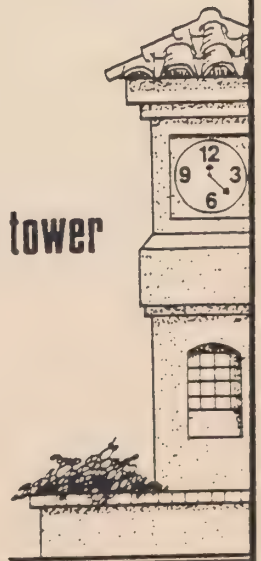
newsrack

bike

bollards



clock tower







# COMMUNITY DESIGN

## INTRODUCTION

The image a person perceives of a city directly affects that person's usage of the city. This image, either positive or negative, is perceived by both residents and visitors through a wide variety of dynamic and static visual experiences. The Community Design Element establishes objectives and procedures which will assist the City of Camarillo in the preservation and enhancement of its unique physical and visual character.

Within the Camarillo area, one finds various land uses including open space lands, residential areas, commercial developments, industrial projects and public facilities. These land uses are individually important and collectively form the character of the city's environment. The land uses serve the residents of the community with their various functions, such as, providing shopping, educational opportunities, places of employment and social opportunities. They also reflect the character of the residents of the city.

## Overview

The City of Camarillo has always striven for a quality environment. The purpose of the Community Design Element is to promote concepts and standards which will aid in the development of the character of Camarillo. The Element will address site features, architectural elements and environmental factors that affect the design of buildings. In addition, the element will address the utilization of land, the relationships between buildings and land uses and the maintenance of property. The Community Design Element will assist residents, architects, engineers, city officials and other persons interested in the development of Camarillo.

The element is set forth in three major categories. The first category addresses the principles and objectives based on land uses. The second category addresses design considerations through a discussion of a variety of components to be considered in the development of site plans and building plans. The third category addresses standards and controls ranging from ordinance requirements to the review of proposed development plans.

## Relationship to Other Elements

The Community Design Element supports other elements of the General Plan. The elements of the General Plan which have the greatest relationship include the Land Use, Circulation, Scenic Highways and Recreation Elements.

The Community Design Element presents design guidelines to aid in the development of urban lands as designated in the Land Use Element. It also considers the relationship of lands through the use of building setbacks, landscaping and other means to transition between types of land uses.

The Land Use Element also designates land for agriculture and open space purposes. The Community Design Element supports the retention of open space lands to preserve the scenic qualities of hillsides, agriculture areas and waterways. The Scenic Highways and Circulation Elements discuss the view from the road in terms of the scenic corridor treatment. The Community Design Element considers the view from the roadway in addition to site plan and building features and the overall appearance that would be presented.

It also considers the pedestrian areas within the development, the grouping of buildings, and the landscaping of parking areas.

The relationship between the Community Design Element and the Recreation Element is that while the Recreation Element addresses the functional aspect of the parks and the benefit of recreational opportunities, the Community Design Element addresses the linkages between park lands and residential areas. It also addresses the benefits of open space lands within the urban environment. Additionally, this element addresses other types of public lands and quasi-public facilities which provide for open space lands within developed areas.

While the Community Design Element has a less direct relationship to the Noise Element, Housing Element and the Open Space portion of the Open Space and Conservation Element, the elements of the General Plan together address the development of the character of the community. Each element is singularly important and, collectively, the elements form an overall policy statement.

## **PRINCIPLES AND OBJECTIVES**

### **Land Uses**

The following section will consider principles and objectives which can be addressed by types of land use. The types of land uses include residential, commercial, industrial, open space, public/quasi-public land, and streets. These represent the types of land use patterns found in Camarillo as designated in the Land Use Element.

### **RESIDENTIAL AREAS**

Residential development patterns include single family residential areas, clustered residential areas, manufactured residences, and apartment complexes. Generally, lower and rural density areas develop with single family residential units on



separate parcels with private open space and appropriate setbacks; however, examples can be found of clustered projects within these density ranges. Clustered residential areas consisting of townhouses, garden apartments, and condominium projects can be found in the low medium, medium, and high density areas. Manufactured residences or mobile homes are developed at densities between four (4) and seven (7) units to the acre. Apartment complexes develop at a higher density range to thirty (30) units per acre. The residential setting in an urban environment requires special attention regardless of the range of density. This is accomplished through the design of the development, the siting of buildings, the materials, and the project's relationship to adjoining uses.

Within existing developed areas, it is most important to insure that proper maintenance be provided to maintain the quality of the neighborhood. Within townhouse, condominium, and apartment projects, maintenance is provided through a homeowners association or apartment manager.

In the development of new residential areas, certain principles regarding the design of the project should be considered. These would include the following:

1. New residential areas in the Land Use Element should be compatible with existing or proposed adjoining uses. The use of boundary walls, landscaping, and appropriate setbacks should be provided where land uses transition or where changes in residential densities occur between projects.
2. The project should complement the existing environment and should incorporate any existing mature trees, rock formations, or other topographical features.
3. Appropriate vehicular access for the residents should be provided within the project and extended to other adjoining areas for future development consistent with the Land Use Element.
4. Pedestrian access should be provided to nearby parks and schools and on-site recreational areas.
5. The development should address existing and potential noise sources and incorporate noise attenuation features, such as berms, walls, greater setbacks, or building features, such as added insulation.
6. The development should be designed to incorporate passive and active solar applications. The site planning should address environmental features, such as solar patterns and wind currents. The design of buildings should incorporate energy efficient mechanical systems, proper insulation, building overhangs and such in order to make efficient use of



nonrenewable resources and reduce energy costs. Modern design features can easily incorporate energy efficient concepts in a well-designed manner.

7. The design of residential areas has the opportunity to incorporate the concepts of defensible space to add a greater degree of security in the neighborhood. The design and placement of entries, walls, lighting and security hardware should be considered. In addition, Neighborhood Watch and Block Parent programs are beneficial.
8. The design of the buildings including the exterior materials and style should be complementary to the area. The development plans should incorporate well-designed landscaping programs and should address the materials utilized on screen walls and accessory buildings.

## **Privacy**

Residential neighborhoods should provide an opportunity for individual privacy. A degree of privacy exists for the detached house in the form of yards which act as insulators but there is little for the attached dwelling and apartment unless designed into the structure and exterior spaces. Occupants of a well-designed site should have enough interior privacy to be able to keep the shades of their apartment raised without feeling infringed upon by visual access from adjoining units.

There should be exterior privacy in the form of a portion of outdoor space which occupants can use, maintain, or have maintained. Fences help but they cannot salvage a poor plan.

The configuration of buildings and the relationship to open areas can form a transition of spaces from public areas to private areas.

The relationship to interior and exterior spaces is an aspect of site design which was, and in some cases still is, neglected. Private outdoor space immediately adjacent to a living room, for example, remains only potentially usable if there is no direct access to it from the interior. Another failure to relate indoor and outdoor spaces occurs when an interior opens out onto a public rather than a private space. A sense of security is lost to the dwelling unless some screening is provided for both visual and auditory privacy.

## **Areas for Intereaction**

The neighborhood should offer places where people can gather to form friendly relationships. When children have opportunities to play together and adults can exchange casual conversation while gardening on weekends, there are opportunities to develop close

bonds of sociability, as well as providing means for discussions of matters that are of common interest or concern.

#### **HILLSIDE DEVELOPMENT**

Hillside areas must have special consideration in planning for development. Good hillside design will coordinate the housing with the topography, using the slope of the land as the basis for design of the structures, whenever possible. Excessive grading for lots into pads should be discouraged. The following recommendations should be adhered to in the development of hillside areas:

1. In subdivisions with standard lots, split level designs would eliminate the unsightliness of stilt houses and eliminate the need for flat building pads involving extensive grading.



**split level house**

2. Where site pads are created they should be softened by finish grade sculpturing after the mass grading is completed.



**sculptured excavation**



3. Harmony of streets with mountain topography can be attained by alignments that follow ridges and valleys.
4. Rear property lines should be at the top of a slope to provide for proper slope maintenance responsibility.



**subdivision and contours**

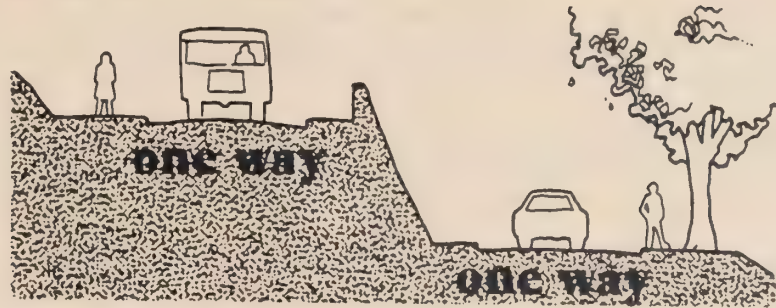
5. Streets should run diagonally across contours rather than perpendicular to slopes to create easier grades and more interesting street scenes.



**contour/street relationship**



6. Street design and vertically split grades should be used to reduce the amount of grading.



### **split level street**

7. Cluster housing, where dwellings are concentrated in relatively compact groups, should be encouraged to preserve a maximum amount of usable open space.
8. All structures should be closely related to their sites, treating the site as an architectural element.
9. Housing designs should take advantage of the best orientations for view, shade, sun, breezes, and privacy.
10. Limit grading and removal of important landscape materials. Soil export and import should be minimized.
11. The development plans should attempt to provide some level area on the lot which would be best served in the rear yard area. This would be to provide for patio area or other outdoor activity.

## **Cluster Development**

Cluster development is a method of planning and developing residential areas. Townhouses, condominiums, garden apartments, apartment complexes, and to a limited degree, mobile home parks are methods to provide for higher densities and obtain the benefits of common open space and recreational areas. Well planned open space areas can be created surrounding groups of dwellings from otherwise unused lands. The amount of open area can vary from a simple neighborhood park to greenbelts looping through a project connecting larger open space areas for recreational or environmental purposes which may include swimming pools, tennis courts, bicycle paths or passive recreational areas. Cluster developments can be advantageous in hillside areas or when existing environmental features are to be retained, such as mature trees, slope areas, or rock outcroppings. The type of clustering would depend upon the density assigned by the Land Use Element.

The streets within a cluster development can be both safer and quieter than most local streets. The streets are often private drives rather than dedicated public streets. The private drives

would be maintained by the homeowners association or apartment complex. They can include the use of cul-de-sacs, loops, or courts with a variety of patterns.

Street right-of-way width can be reduced to provide for two standard lanes of travel with parking bays for residents and guests, in addition to garages for the residents.

Recreational vehicle parking areas are provided to improve the circulation on the streets by locating RV's in a common area and are to be provided with walls and landscaping to screen the RV parking areas. Parking areas, driveway widths, and access through a cluster project require detailed review to insure that traffic patterns are adequately served and that emergency equipment can be provided with access throughout the development. Turnaround areas and other turning movements need to be considered.

## COMMERCIAL AREAS

The environment of a commercial area can act as a magnet to draw people in or, if negative, it can repel potential customers or development. Of prime consideration is a pleasing environment with ample and comfortable parking and a wide selection of competitive merchandise. Those areas that cater to the desire and comfort of shoppers usually capture the majority of business. Commercial areas not only provide for shopping and dining activities, they also act as a focal point by providing walkways, seating, and space for the shoppers.

Within the City of Camarillo there are a variety of commercial areas. These include individual businesses on separate parcels, small commercial centers, neighborhood shopping centers, commercial office complexes, specialty commercial areas, and even strip commercial development. The only areas that exemplifies strip commercial development is the Ventura Boulevard area. This, however, typifies a downtown retail area in a more traditional sense rather than the lengthy, overwhelming commercial strip corridor that one might find in a large city. Most commercial uses are within commercial centers or individual pockets of commercial areas. Commercial development as of late has even included a combination of commercial and office uses, such as found in the Dos Caminos Plaza or Paseo Camarillo development. The newer commercial centers have provided for adequate areas of parking, landscaping, and attractively designed buildings. Earlier commercial developments have lacked sufficient landscaping screening of parking and loading areas, adequate parking, attractively designed buildings, and master sign programs. The present standards for commercial centers provide for an attractive retail setting with appropriate parking and other conveniences to serve the needs of the customers.



Redevelopment of existing commercial centers can and has occurred. The Ponderosa Shopping Center recently underwent an expansion and building redesign program. The shopping center now experiences strong retail usage and complies with most development standards. Other older commercial areas have the same opportunity for improvement. The Ventura Boulevard area is an example of an area that offers great design potential for the existing buildings.

New office development, such as those found in the Civic Center Block, exemplify the design opportunities that can be utilized. The Civic Center Block, for example, is a multi-phased project which will include extensive landscaping, common parking areas, fountains, walkways, well-designed buildings and other features. This area will become a focal point within the community and has strong visual access to the Ventura Freeway.

Commercial areas take on a variety of functions and include auto-related activities, services, retail businesses, restaurants and other food uses, offices, and general retail uses, such as grocery stores, drug stores and such. Most commercial areas are designed for a certain amount of flexibility in that a variety of shops and/or offices could locate within the developments. Problems do arise, however, when food uses, auto-related uses, or other specialty type of uses attempt to locate within commercial areas which were not designed for such uses. These problems normally include different parking standards, environmental health standards, building code occupancies, and such. Building code requirements, zoning ordinance standards and environmental health regulations could differ for specialized commercial use.

The following guidelines should be considered in reviewing development and redevelopment of commercial areas:

1. The lot coverage of the building should not be excessive. The location of the building should provide for appropriately landscaped setbacks. The buildings should be adequately set back from streets and adjoining properties with the remainder of the lot utilized for parking and landscaping purposes.
2. Adequate areas for pedestrian activities should be provided and should include a variety in the sizes of the pedestrian spaces to encourage different types of usage of those spaces.
3. The configuration of the building should avoid a strictly linear development plan. A variety of building heights, setbacks, and differences in the configuration should be encouraged to add scale to the development.
4. Landscaping areas should be utilized to screen parking areas, to accent pedestrian areas, and to soften walls of buildings.



5. Adequate amounts of parking in locations accessible to buildings should be provided.
6. Support features, such as loading spaces, trash enclosures, and street furniture, should be provided and considered in the initial design of the project.
7. The use of common parking areas, accessways, and landscaping programs should be utilized to tie commercial areas together both aesthetically and functionally.
8. Commercial buildings which are not complementary and that do not relate to the surrounding environment should be discouraged.
9. Mechanical equipment, including rooftop mounted units, is required to be screened from view. Screening is encouraged to be designed as an integral element of the project.
10. Transformer units, backflow units, and air compressors mounted on the ground area should be adequately screened by walls or landscaping.
11. Commercial areas should provide for adequate building setbacks, landscaping, and other features to improve the appearance of the commercial development and include transition between commercial and residential uses.
12. Specialty types of retail activities, such as service stations, garages or drive-through restaurants which have precise functional requirements, should be properly designed to incorporate those features. Their functional requirements include maneuvering area, stack-up space, and parking and loading areas. Service stations which have garage activities should be designed with "back-up" service station buildings, such as the new station on Adolfo Road. The developments should provide for adequate on-site parking and circulation.

## INDUSTRIAL AREAS

Camarillo has some of the finest industrial developments in the county. These are generally located in the newer industrial parks in the city and feature better design concepts including landscaping, parking, and adequate building setbacks. The buildings are well designed and make use of a variety of building materials, colors, and textures with good proportions and massing.

Most of the activities within the newer industrial developments take place within the building. The limited type of activities that occur outside of a building are provided with proper screening and landscape treatment. The newer industrial developments conform to zoning ordinance requirements and are

reviewed by the Planning Commission. The developments make use of common access drives, sign programs, landscape treatment, and provide a well designed environment for manufacturing oriented, technological oriented, and office uses.

Camarillo also has locations of older industrial developments which include developments that lack landscaping, proper building setbacks, on-site parking, and have numerous uses conducted outside of the buildings such as the storage of vehicles and equipment. These areas are primarily located along the railroad tracks in the Dawson Drive area and are considered to lack the environmental and design characteristics that are consistent with the image of the community and newer industrial developments. The addition of landscaping, adequate structural setbacks, off-street parking, good architectural design, and appropriate sign graphics can transform these areas into assets to the community. Open storage, lack of fences and walls, and inadequate street improvements all add to the adverse impact that the older industrial areas have on the environment.

The following principles should be followed in considering industrial developments:

1. The city should continue to apply the standards contained in the L-M, M-1, and M-2 Zoning Ordinances.
2. Adequate parking should be provided to serve the needs of the development but in no case less than the maximum number required for an industrial use.
3. Appropriate setbacks should be provided. A variety of setbacks should be encouraged along the street and buildings having greater heights should have greater setbacks.
4. Use of landscaping along property lines and adjacent to buildings should be provided to help screen buildings, parking, storage and loading operations.
5. Activities should take place inside of a building. The types of uses that would occur outside of a building as permitted by the Zoning Ordinance should be provided with walls and landscaping to screen outdoor storage and activities.
6. Adequate loading spaces should be provided with appropriate maneuvering space. The loading operation should be screened from view from the street and major entrances to the building.
7. Mechanical equipment should be properly screened and integrated into the design of the building.



8. When the manufacturing use abuts other types of land uses, appropriate transitional features, such as landscaping, walls, and greater building setbacks, should be provided.
9. The performance standards contained in the Zoning Ordinance should be complied with to insure that the use will not be detrimental to other adjoining land uses.
10. Proper access for parking areas and loading areas should be provided. The use of common accessways should be encouraged and driveways along the developments should be limited.
11. The design of the buildings shall be a complement to the area and shall promote good architectural design through the use of building proportions, massing, materials, textures, and colors.

## **OPEN SPACE AREAS**

Open space areas include agricultural lands, hillside areas, and waterways, and help in a major way to form the character of the community of Camarillo. The open spaces help to form the perimeter of the city and provide viewsapes to form a visual relief and a backdrop to the development in the city. The city is presently developing greenbelt agreements to insure that open space lands will be provided along the easterly, southerly, and westerly fringes of the city. The Oxnard Plains to the south of Camarillo and the Santa Monica Mountains to the southeast provide for permanent open space lands. The waterways through the city, including the Calleguas Creek and the Conejo Creek, provide an opportunity for linear paths and linkages between land uses and streets within the community.

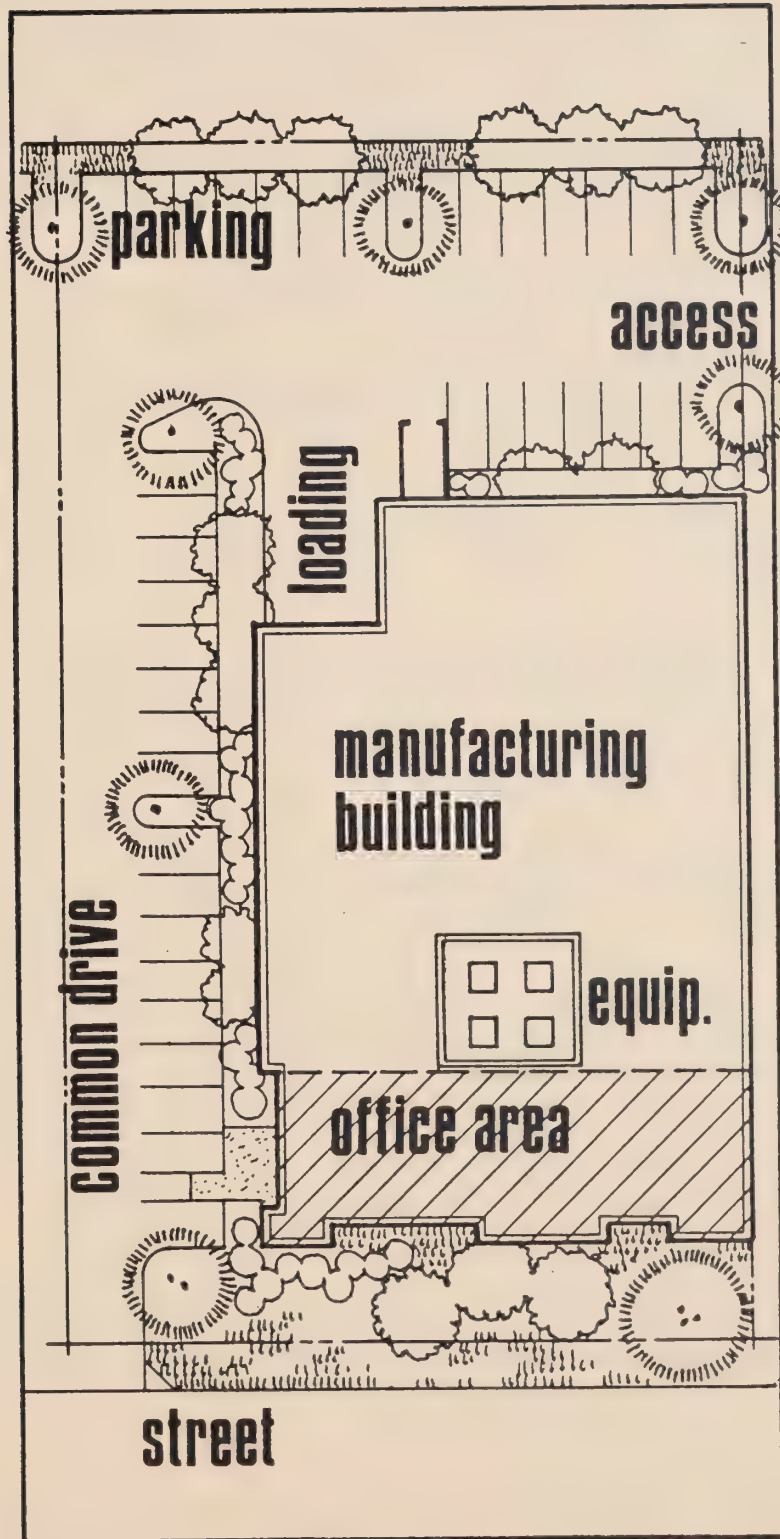
## **PUBLIC AND QUASI-PUBLIC FACILITIES**

Public and quasi-public facilities, such as libraries, recreation centers, schools, parks, hospitals, and churches, add an additional element of experience into the lives of the residents. They introduce the needed features of leisure, quiet, and relaxation into our urban environment.

Finally, they represent a positive contribution that local government and organizations can make to the everyday lives of its citizens. Some of the most pleasant areas in Camarillo are the parks, public spaces, churches, and schools within the community.



# TYPICAL SITE PLAN



## Public Buildings

Public buildings and spaces should reflect a sensitive interplay between solids and voids, colors and textures, sunlight and shade. All public buildings should be designed to serve the user to thus become focal points in the perceptual image of Camarillo. Many of the design considerations for residential and commercial districts can equally apply to the delineation of public buildings and spaces. The following recommendations are made to aid in implementing the above objective:

1. Public buildings should present a good architectural character based on style, colors, materials, and textures.
2. Public buildings should be arranged to maximize the opportunities for providing landscaped plazas and usable open space.
3. Public schools should take full advantage of their opportunity to enhance the physical appearance of the neighborhood and increase the education and activity base of the community.
4. Public buildings within the "centrum" area should promote the concept of an activity center through the use of architectural elements, open space areas, and functions.

## Parks and Open Space

A conscientious attempt should be made to create positive identifiable physical ties from the neighborhood to open spaces areas. This may be accomplished by creating a special landscape treatment along walkways and roadways. Park-like areas are definitely needed in some existing neighborhoods. Small recreational areas, when provided even on one or two lots, can become an effective location for the interaction of people of all ages. Vest pocket parks could be incorporated into developments where large city parks are not readily available.

The Recreation Element designates the location for park sites and the function within each type of park facility.

As the composition of neighborhoods becomes older, the recreational requirements change from tricycle paths to pedestrian pathways and benches. Many of the residential areas should be oriented toward including a well-developed living environment for all age groups.

## Streets

Streets make up a significant portion of the urban environment in Camarillo. Streets also extend into open space lands and into surrounding communities. The Scenic Highways Element sets forth



development standards and principles for the treatment along scenic route corridors. Most major streets within the Camarillo area are classified as scenic corridors and as such are properly addressed in the Scenic Highway Element. The Community Design Element directs its attention towards the development of property which abuts scenic corridors.

If development plans are well designed, the resulting viewscape from the road will be an attractive one and consistent with the Scenic Highways Element. Residential streets should be designed to be wide enough to serve local traffic and visitor parking. They should be landscaped with trees that tend to relate rather than separate the houses on each side. Long, through streets in residential areas are less desirable than short and/or curvilinear streets which relieve the uniform monotonous building setbacks. Streets within industrial and commercial areas should be of adequate width to accommodate the traffic generated within the areas. Streets are designed to be efficient as well as attractive in order to serve the community.

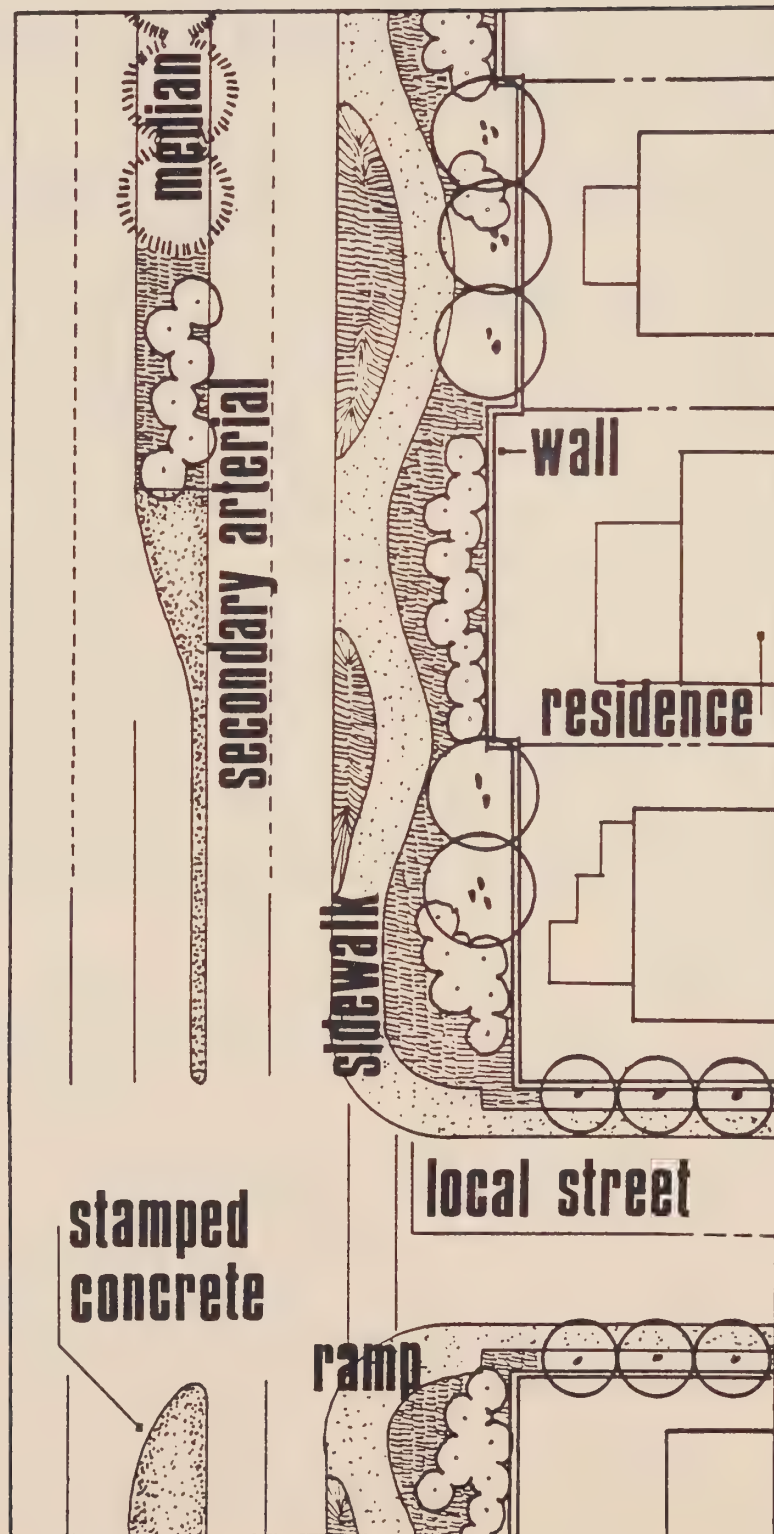
Approachways leading into the Camarillo area should trigger the perception that Camarillo is a community that has a quality environment and a strong sense of character. The coordination of design features along approachways is extremely important. Well-designed street graphics, signs, street lighting, community welcome signs, and well-maintained landscaping would add a distinctive element to the quality of the entire community. The main approachway into Camarillo is the Ventura Freeway. The freeway extends through the community and offers the potential to create well-designed developments which add interest and promote shopping, dining, and other activities within the Camarillo area.

## **Project Design**

The following section addresses principles and objectives to be considered in the design of projects. The various sections include discussions with regard to such elements as street furniture, lighting, walkways, and other aspects of design. The proper attention to each design consideration helps to add dimension to the aesthetics and the functions of developments within the community. The combination, for instance, of attractively designed street furniture, pedestrian oriented walkways and lighting that is in human scale, will help to make an attractive environment within a commercial development. In residential areas it is important to consider the location of fences and walls, the design of the residences, and their orientation to environmental factors to achieve passive and active solar applications. Each element is important to a varying degree in the development of the land uses described in the previous section and will therefore be addressed individually.



# STREETSCAPE



# CLUSTER SUBDIVISION



## Street Furniture

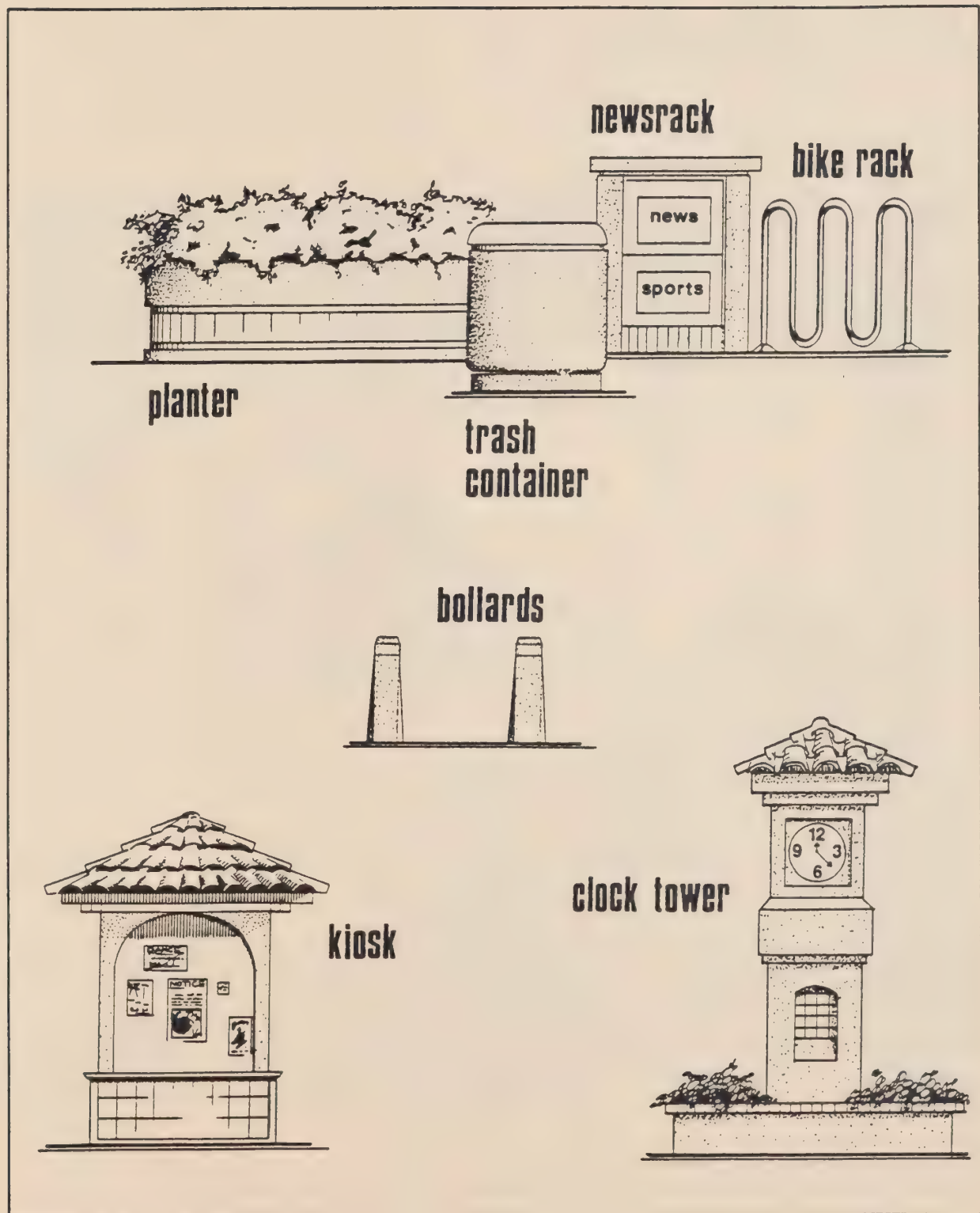
Street furniture is the element in an outdoor space that establishes a human scale and creates an image for that space. This furniture includes the small-scaled elements that we constantly see and use, such as the following: benches, signs, lights, mailboxes, drinking fountains, planters, bike racks, and a variety of other elements. Larger scale elements, such as bus stop structures, trellis features, fountains and such also act as street furniture in urban areas. The design, selection, and placement of street furniture can either add or detract from the overall continuity of outdoor spaces.

Since they are the image makers, there should be a coordinated selection of street furniture to bring about a sense of a unified design approach throughout the city.

A specific style of street furniture could be selected for areas in which special design orientation has been selected. A downtown area, for instance, may have a more traditional style of street furniture whereas a business park or industrial area may have a more contemporary flavor. The term "street furniture" does not mean to imply that the furniture terminates at the street corridor. The street furniture needs to be integrated into the overall development through the use of items based on their function and established throughout the project. Advertising or other types of signs should not be permitted on street furniture. The colors and materials of street furniture should relate to the main buildings but should be vandal resistant and complementary in terms of colors, materials, and textures.



# STREET FURNITURE



# STREET FURNITURE ARRANGEMENT





## Landscaping

Landscaping is a mechanism that can be used to blend the elements of residential spaces and pedestrian circulation together in a cohesive living environment. the selection of plant materials within rural areas should be based on existing natural vegetation. These plant materials should be clumped in order to stimulate their natural habitat conditions. through these treatments the city can help to reduce the contrast created by an urban street network surrounding rural areas. Drought-tolerant plant materials and fire-resistant plant materials can be advantageous in rural and open space areas. Existing residential areas can be enhanced through the addition of planting by property owners and the planting of parkways and medians. These planting areas must not interfere with visibility. Tree planting could be encouraged along rear property lines as a backdrop for buildings to add fullness, scale, and variety especially when street planting is sparse and building types monotonous.

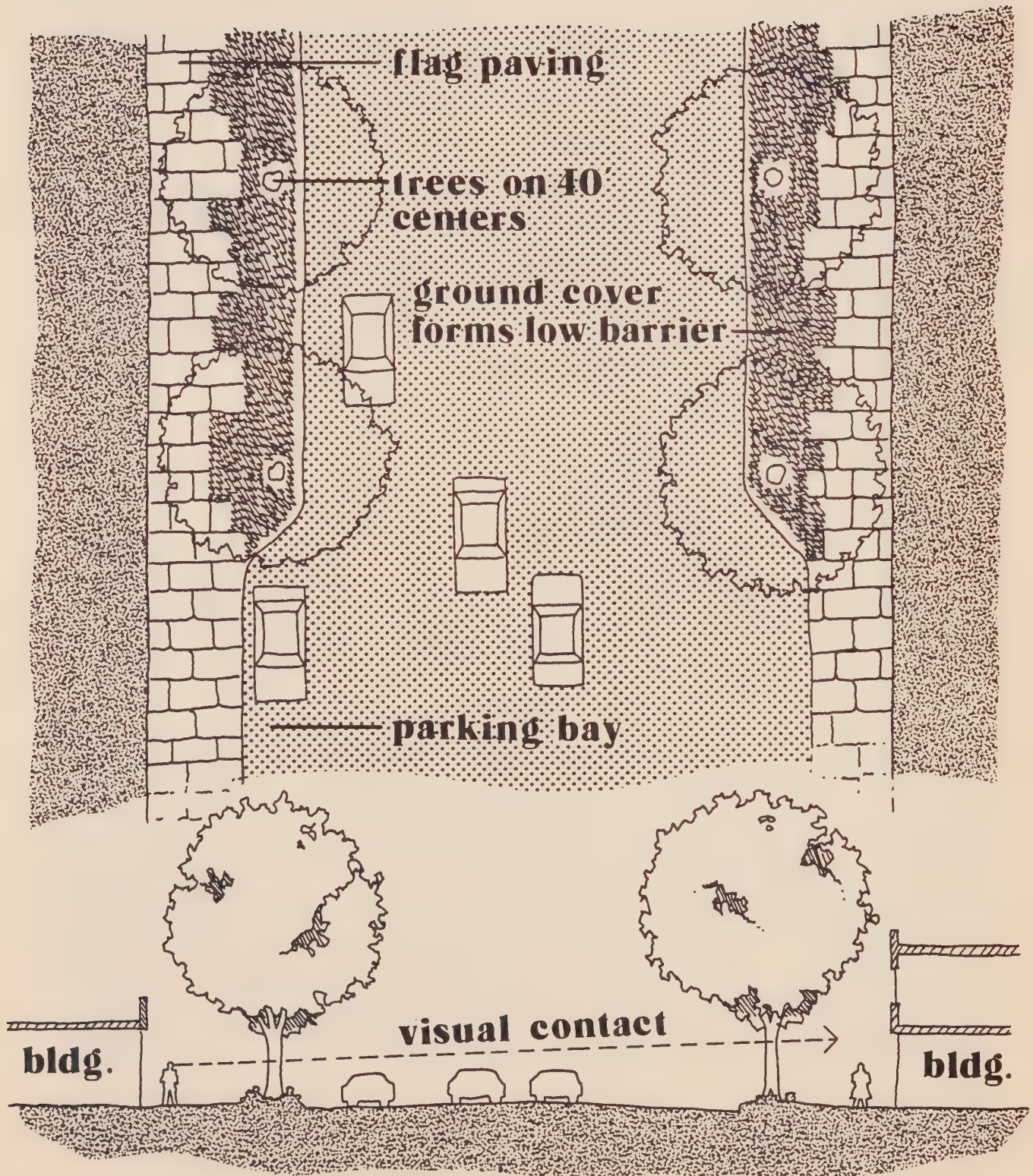
Landscape treatment is important in considering residential areas. If existing landscape features, such as mature trees occur, every attempt should be made to retain them. If plant materials cannot be saved or if they are lacking in the first place, the task is to provide for a variety of new ones.

The landscaping of residential areas should be based on the type of the development. Open space areas, play yards, slope areas, planters near buildings and so forth should be provided with appropriate trees, shrubs and groundcovers.

Landscaping can be used to blend the elements of commercial spaces and pedestrian and vehicular circulation together in a cohesive environment. The need for variety and changing views can be satisfied through the blending of plant materials, earth forms, and structures. In commercial areas, street trees should be more closely spaced for pedestrian comfort and street definition. They can also be more closely spaced for pedestrian comfort and street definition. They can also be in scale with the street scene with the height and placement of buildings. In pedestrian areas the trees may require tree guards and grating. Placement of trees in inadequately wide sidewalk areas reduces the visibility of the sidewalk and limits the types of trees that can be used. For instance, along Ventura Boulevard the trees were required to be replaced with a variety that would be less susceptible to sidewalk damage. The selection of the replacement tree was for one that could be placed within proximity to buildings given the characteristic of the branches. While the city lost the growth that had been achieved on the previous type of trees, the newer trees will provide for a canopy effect that will provide visibility to the storefronts and their signage.



# STREET PLANTING



Walls and fences should be used in conjunction with landscaping as a buffer between various types of land uses and for the purpose of screening objectionable views. Landscape berms three feet in height can be used to screen objectionable views or act as a buffer between uses and the public ways. The use of fountains, streams, and such have been utilized in multi-family projects to help attenuate noise levels of nearby arterial highways and to provide for an attractive landscape program.

The placement of planting should consider sight clearances at street corners to avoid safety problems. The types of plant material along rear property lines, utility lines, curbing, or sidewalks should be ones which would not adversely affect the improvements.

## Utilities

Utilities, including utility lines and mechanical equipment, provide for a functional requirement in the urban environment. It has been witnessed, however, that they need not be as obtrusive as in the past. Utility lines of certain voltages can be placed underground in newer development and existing overhead lines can be replaced with underground cables. Higher voltage lines are required to be aerial, but their placement can be reviewed to insure that they blend in with the environment and that they be placed along property lines so as not to obstruct development patterns of property. The city should continue its Capital Improvement Program of undergrounding overhead lines and requiring the undergrounding of lines within new development areas. The placement of transformer boxes and other substructure utility requirements should be reviewed to insure that they are integrated into the development plans, rather than being highly visible at intersections and in front yard areas.

Mechanical equipment within developments should be properly screened behind building walls, roofs and such, so as not to take away from the character of the buildings. Rooftop equipment should be properly screened and clustered rather than randomly placed so as to create an integrated roofscape when views onto the roof would occur from hillside areas or higher buildings. Roof-mounted equipment can be screened behind sloping roof areas or trellis features instead of the traditional mechanical screen which at times is merely placed on the building in a random pattern without balancing it into the overall design of the building.



# UTILITIES ABOVE GROUND





# UTILITIES UNDER GROUND



Solar panels when placed on roof slopes should be designed into the roof forms. Panels which are elevated from the roofline should be boxed in to blend into the roofscape. Design guidelines should be considered to address solar panel installations.

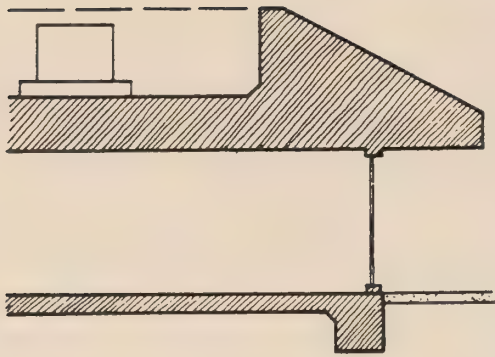
## **SECURITY, DEFENSIBLE SPACE**

In the design of new developments, security and defensible space should be considered. Certain applications can also be utilized within existing areas. Some of the considerations of defensible space include the design and location of entries, lobbies, hallways, parking lots and visual access to adjoining properties.

Dark corner areas should be avoided in favor of well-lighted viewways. The proper hardware on doors, including deadbolt locks, peepholes, and secondary locks on sliding windows, should be utilized. The city should continue its review of lighting plans so as to insure proper amounts of lighting for security and public safety purposes.

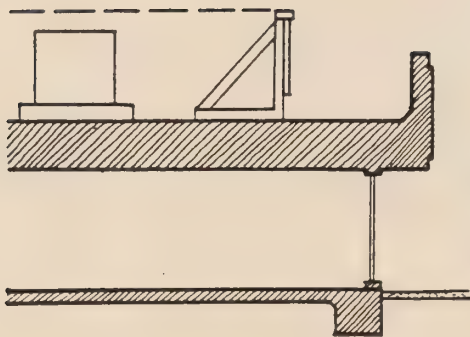
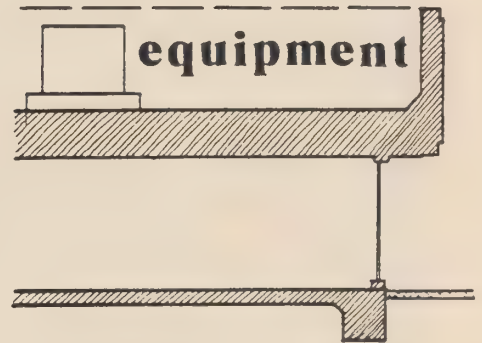
Programs, such as Neighborhood Watch, can help promote increased security. In addition, the use of the crime prevention officer in reviewing new development plans should be continued and the recommendations considered in the review process. There is no simple solution to crime, especially as the city increases in population. However, certain applications for defensible space can be achieved in order to help mitigate the potential for crime to occur. The city should also consider providing for safety in development plans. The use of ramps will not only aid for accessibility but also reduce steps which can prevent safety problems. The location of stairways should be considered as should paving textures to help avoid slippery areas which can provide for greater safety.

# EQUIPMENT SCREENING



roof  
screening

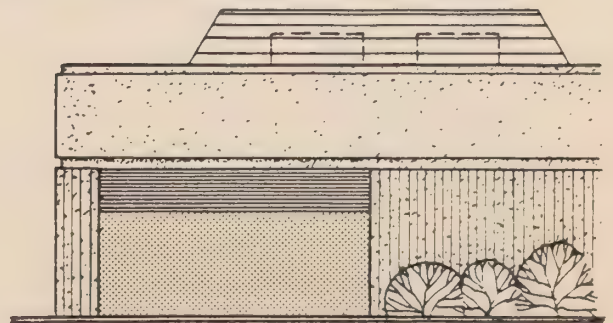
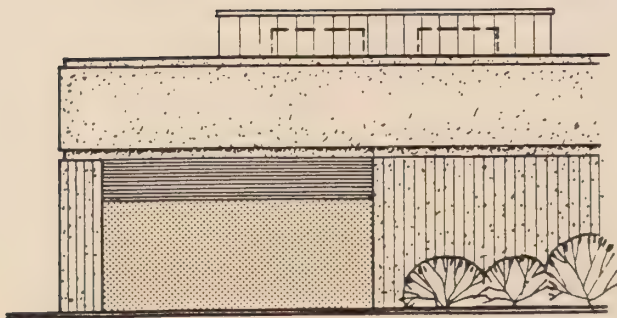
parapet  
screening



wall  
screen

Building Section

equipment screen



Building Elevation



## **Streets and Private Drives**

The Circulation Element sets forth the standards for public streets including local streets and arterials. Within development areas, private driveways can be considered. Their widths can be less than that required for public streets. The streetscapes from the private drives should also be considered. The private drives should have an attractive appearance rather than merely being alleyways. In addition, directional signs should be provided to help guide visitors to their points of destination. The transition between public streets and private drives should be marked with change in pavement textures, planting, or other features. Entry signs can be utilized to identify the project.

The use of common access drives is encouraged in developments, particularly in commercial and industrial areas. This helps to achieve a greater utilization of property and to reduce the number of driveways leading onto public streets. In addition, it helps to achieve a more cohesive development pattern. The streetscape of private drives is one that provides for a variety of views. Within a development, a traveler will see a variety of parking areas, both enclosed and open, guest parking areas, various building facades, different landscape areas, and greenbelt areas connecting the pedestrianways to the parking lot areas. The directional signs should be integrated into the streetscape program.

Pedestrianways crossing private drives should be noted with pavement textures and access ramps.

## **Parking Areas, Loading Areas**

Parking in residential areas should be provided with enclosed spaces in accordance with the Parking Ordinance. In low density areas, parking is achieved in garages or carports leaving clear access to required parking. In higher density areas, additional parking is provided in the form of guest parking areas and recreational vehicle parking areas. The location and attention to the design of guest parking areas should be considered to provide for their proper location and to ensure they are an integral part of the overall design of the project. Handicapped parking spaces with the proper dimensions and markings shall be provided. Ramps shall be provided where necessary. RV parking areas should be provided with decorative block walls to screen the areas and additional landscaping to further relate the RV parking area into the overall design.

Parking in commercial areas should be limited to off-street parking areas. These parking areas should be designed as an integral part of the overall project and as an entrance to the shops, offices, or manufacturing areas with the same attention,

convenience, and aesthetic consideration as given to building designs in the area. Landscaping should include large shade trees which will form a canopy to shade both parking areas and walkways leading to commercial or industrial establishments. Decorative walls and landscape screens should be employed to buffer streets and commercial buildings from parking and residential areas. Perimeter landscaping should be provided around parking lot areas. Within high activity areas, the use of parking garages could be considered as a means of conserving land area. The rooftops of these garages could then be landscaped and integrated into surrounding buildings to add to the usable outdoor space. Pedestrian bridges could interconnect the various uses with one another or garage areas.

Within the Ventura Boulevard area, parking is a premium. Additional parking areas should be considered to help support the existing commercial areas. Parking bays behind the existing commercial buildings could be established but should include appropriate access and landscaping.

Loading areas within commercial and industrial areas should have proper access through the parking lot areas and provide for screening through the use of walls and landscaping. The screening of the loading docks is especially important from adjoining developments or streets. Proper access to the loading areas should be provided, including corner radius and ample turning depth. The on-site access to the loading spaces should be designed so as to prevent short jogging turning movements that trucks could not maneuver.

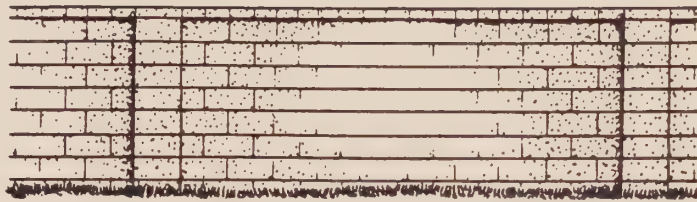
## **Walls and Fences**

Walls and fences provide for screening and for security. The design of the fences and walls should be considered so as to provide for an attractive part of the environment rather than being obtrusive. Walls and fences are required to screen outdoor activity in manufacturing areas. They also provide for security to reduce the problems of theft. Walls can also be used to reduce the impact of noise from abutting noise sources.

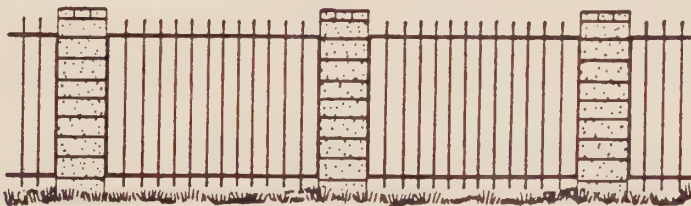
In residential areas, walls and fences help to provide for private yard space for residences. The location of fences and walls should be in conformance with the ordinance requirements and side yard and rear yard areas and to help provide for proper sight clearances at intersections. The front yard areas should be kept open from tall fences to help provide for a residential setting. In higher density areas, walls and fences should be considered in the initial design of the development. The types and materials of walls and fences should be considered and be complementary to the buildings and the landscaping.



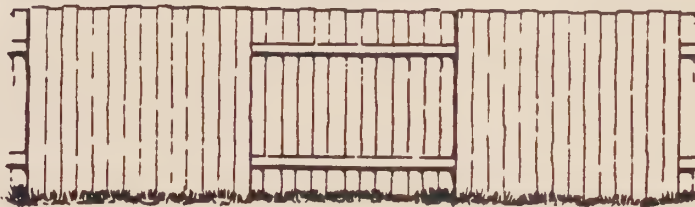
## WALLS / FENCES



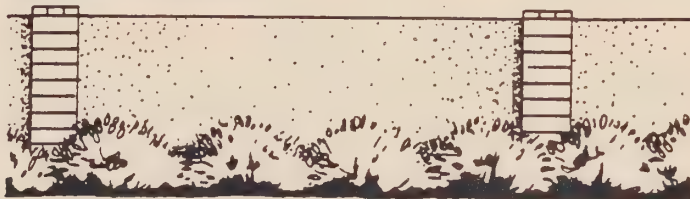
**block wall**



**wrought iron fence**



**wood fence**



**stucco with block pilasters**



**entry treatment**



## **COMMUNITY CHARACTER AND IMAGE**

### **Heritage Zone**

Developments within proximity to the freeway have been classified as being in the Heritage Zone area of the city. Developments within 500 feet of the freeway and 1000 feet of freeway interchanges are required to have a particular design theme. Designs that would be appropriate within the Heritage Zone could include the following: Mission style, Monterey style, Early California style, Spanish style, Mediterranean style, or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials, their colors and textures, and the scale of the architectural elements within the building design. The types of building materials would include the use of stucco, wood, glass, tile, textured blocks, and other similar materials. The building materials should be appropriate in the design of the building.

The configuration of the building should provide for a variety of features and a well balanced combination of the parts of the building rather than a simple block of a building mass. The building should be broken up wherever possible. Building clustering or differences in massing will allow parking to be segmented into numerous smaller lots. The buildings themselves can be used to screen one lot from another and provide for a variety of open space areas. Developments within the Heritage Zone area can achieve a more modern interpretation of these traditional styles as utilized in the System Development Corporation building in the Mission Oaks Business Park and the Everest and Jennings office building on Mission Oaks Boulevard. Other buildings that have been designed in conformance with this design theme include the Camarillo Business Center in the Civic Center Block and the Country Inn at Camarillo on Del Norte Road. The Heritage Zone provides the traveler with an initial view of the city and sets forth the character of the community. It also provides for a design continuity along the most heavily traveled corridor in the city, the Ventura Freeway.

### **Approachways**

The approachways leading into the city should be provided with a designation of the entrance to the city. This can be done with a simple sign recognizing the City of Camarillo. The approachways into the city should be kept clean of weeds and debris and kept free of cluttered development and signs. The coordination of design approachways is extremely important and distinguishes the quality of the entire community.

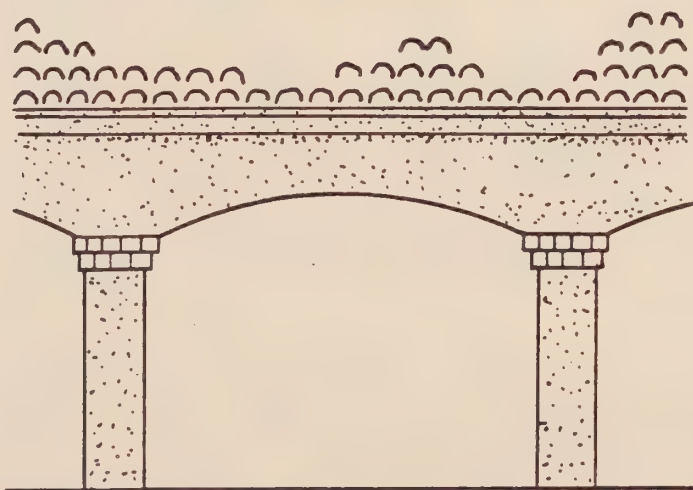
# DESIGN ELEMENTS

window

potshelf



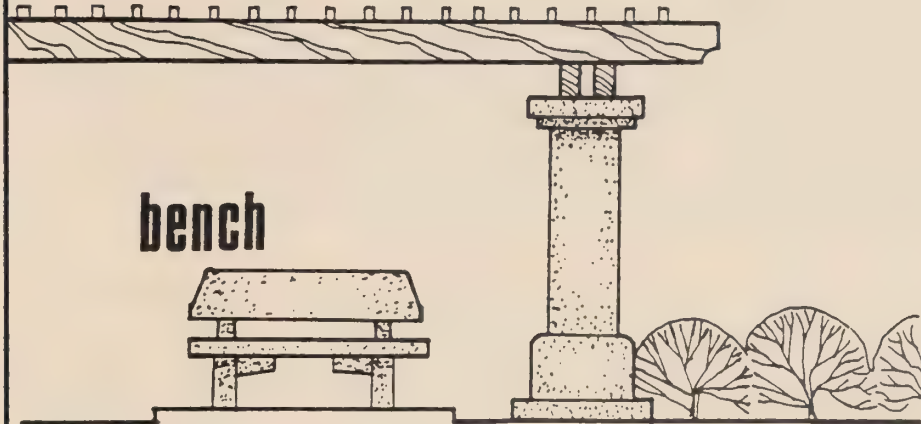
building details



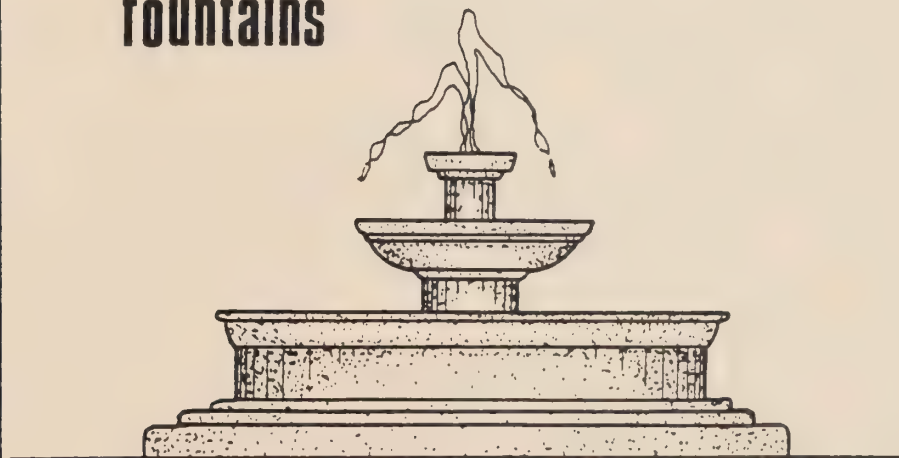
columns/arch

# DESIGN ELEMENTS

**shade structure**



**fountains**



**ramps for access**





## Architectural Design

Architectural design not only addresses the functions of buildings, it also addresses the building style through its materials, detailing, colors, textures, and configuration of the building. While no single building style is dictated, certain areas will be influenced by the Heritage Zone. Buildings should be complementary to the surrounding buildings and environment. In addition, buildings should function well in that the parking areas support the building and that the building serve the needs of the tenants. Buildings should address the site planning through the use of proper setbacks, access to streets, and support features such as parking, landscaping, and loading areas.

The buildings should be accented with surrounding landscaping, plazas, walkways, and identifiable entry. The massing of buildings should provide for a balance between wall areas and roof areas, window areas, and landscaping. While a variety in the massing is important to achieve this balance, too much variety in the massing results in colliding architectural elements. The clustering of buildings is preferable to a large single building. The variety in the design of the building can also be achieved through the use of a variety of roofing planes, wall areas, overhangs, pedestrian spaces, and trellises.

Certain styles in buildings should be avoided. The use of Colonial plantation style buildings, for instance, is not appropriate in Camarillo which has more of a Mediterranean character. Buildings designed to stand out in the streetscape should be avoided in favor of buildings that are complementary to the area and that balance other existing open space lands and buildings nearby. The materials in a building should be appropriate as to the construction of the structure. Building materials should be a pleasant texture, color, and style. Accent colors can be utilized; however, they should be complementary to the main building colors and not overbearing.

## Historical Buildings and Features

There are several buildings which reflect the early character of Camarillo and provide texture to the present image of the community. The following buildings provide an identifiable asset to the community design of Camarillo:

- . St. Mary Magdalen Church on Ventura Boulevard
- . Evangelical Free Church (originally Pleasant Valley Baptist Church) on Ventura Boulevard
- . Adolfo Camarillo House on Mission Oaks Boulevard
- . Griffin residence on Daily Drive

- . Boy Scout Headquarters on Daily Drive
- . St. John's Seminary

Every attempt should be made to preserve the buildings mentioned above. Developments nearby should be a complement to the area and should use similar materials, colors, textures, proportions and massing. Present styles and construction techniques, labor and costs would not allow for buildings to duplicate the historical sites of the area, however, buildings having a complementary character can be achieved. Additions to buildings having a historical benefit should reflect the architectural elements of the main structure. Freestanding buildings on the same site may be simpler in detail so as not to compete with the main building.

## **Environmental Consideration**

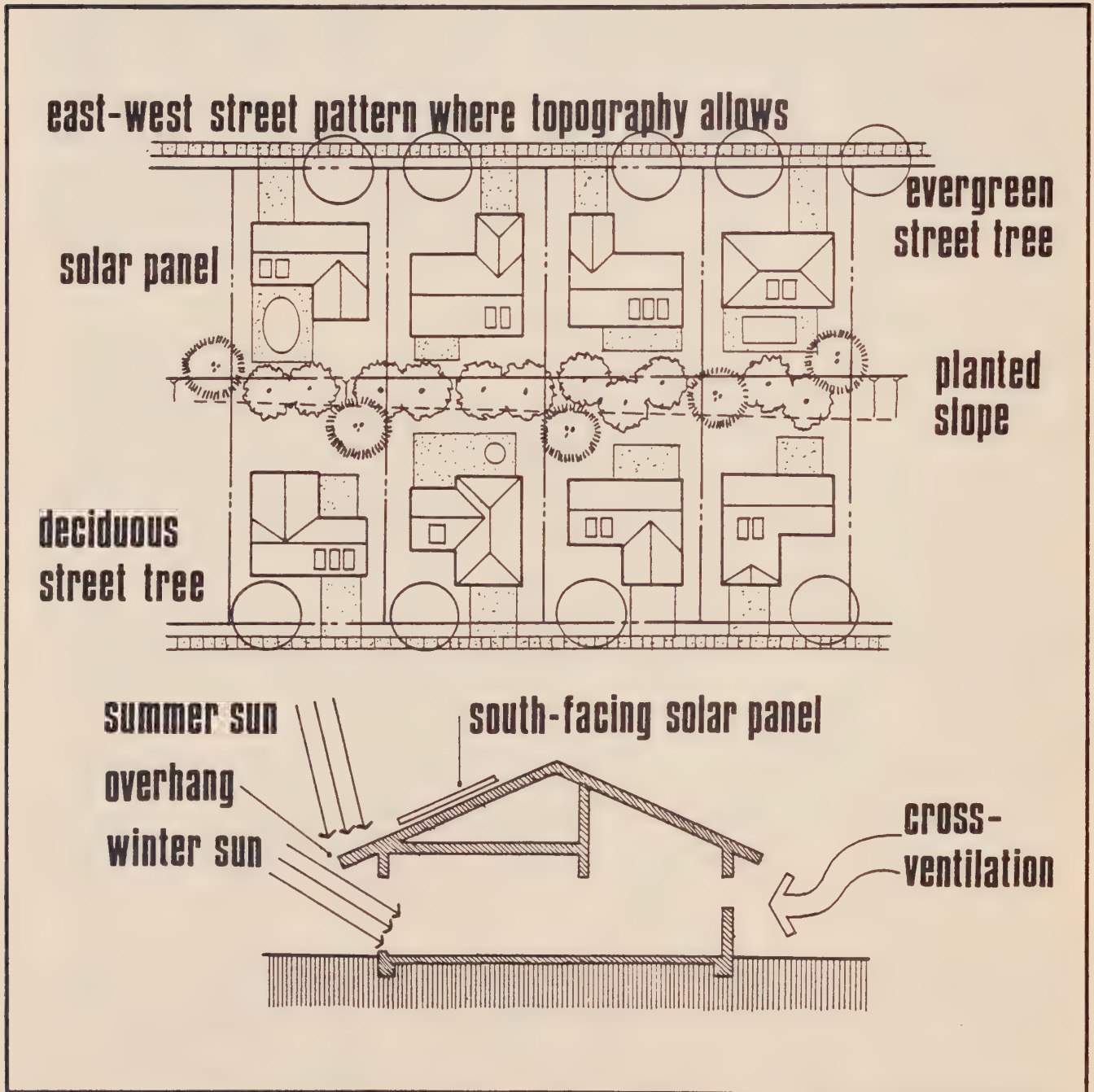
In the design of development plans, a greater concern could be directed toward including environmental factors in the design of buildings. Buildings could be sited so as to orient more towards the solar patterns and other environmental factors such as wind patterns and topography. The siting of buildings on an east/west axis would allow for greater application of passive and active solar designs. The use of overhangs on southern exposures and the incorporation of deciduous trees on the southern exposure could allow for a lesser amount of heat gain during the summer months and greater amounts of heat gain during winter months. The energy code requirements instituted by the state require the review of the type of building construction so as to encourage energy conservation and to match the performance of efficient mechanical systems with better designed buildings.

Other applications of environmental design considerations include the retention of natural topographical patterns so as to minimize grading and the impact upon the existing land forms. As a part of this, it should also be encouraged to minimize the amount of paving so as to reduce water runoff. This has a positive effect of providing greater amounts of open space areas and reduced construction costs.

Some of the economic benefits of environmental design applications provide for initial cost savings. Other applications, such as the installation of solar systems, may add slightly to the initial cost; however, over the longer term savings will be realized. This is particularly important with the rise in costs in energy, construction, and water.



# ENVIRONMENTAL FACTORS





## **OPEN SPACE UNDER VARIOUS ELEMENTS**

Open space areas are formed in a variety of patterns. They range from natural open space areas to neighborhood parks to private recreational areas. The Recreation Element addresses the types and locations of park areas within the city and the Open Space and Conservation Element addresses the natural open space and agricultural areas. In residential areas, developments in higher densities provide for private recreational areas in the form of greenbelts and private patio areas. In lower density residential areas, individual yard areas provide open space.

The Land Use Element also designates commercial recreational area for uses, such as swim clubs, tennis clubs, or equestrian areas. In some developments, such as the Mission Oaks development, hillside and barranca areas provide for a system of trails and permanent open space. In hillside residential areas, the encouragement of cluster developments could provide for the retention of slope areas and other open space areas. All of the resulting open space throughout the different types of development patterns provide for a variety of areas which form an important aspect of the character of the community. They offer recreational opportunities, retain environmental features, and complement the developed areas of the city.

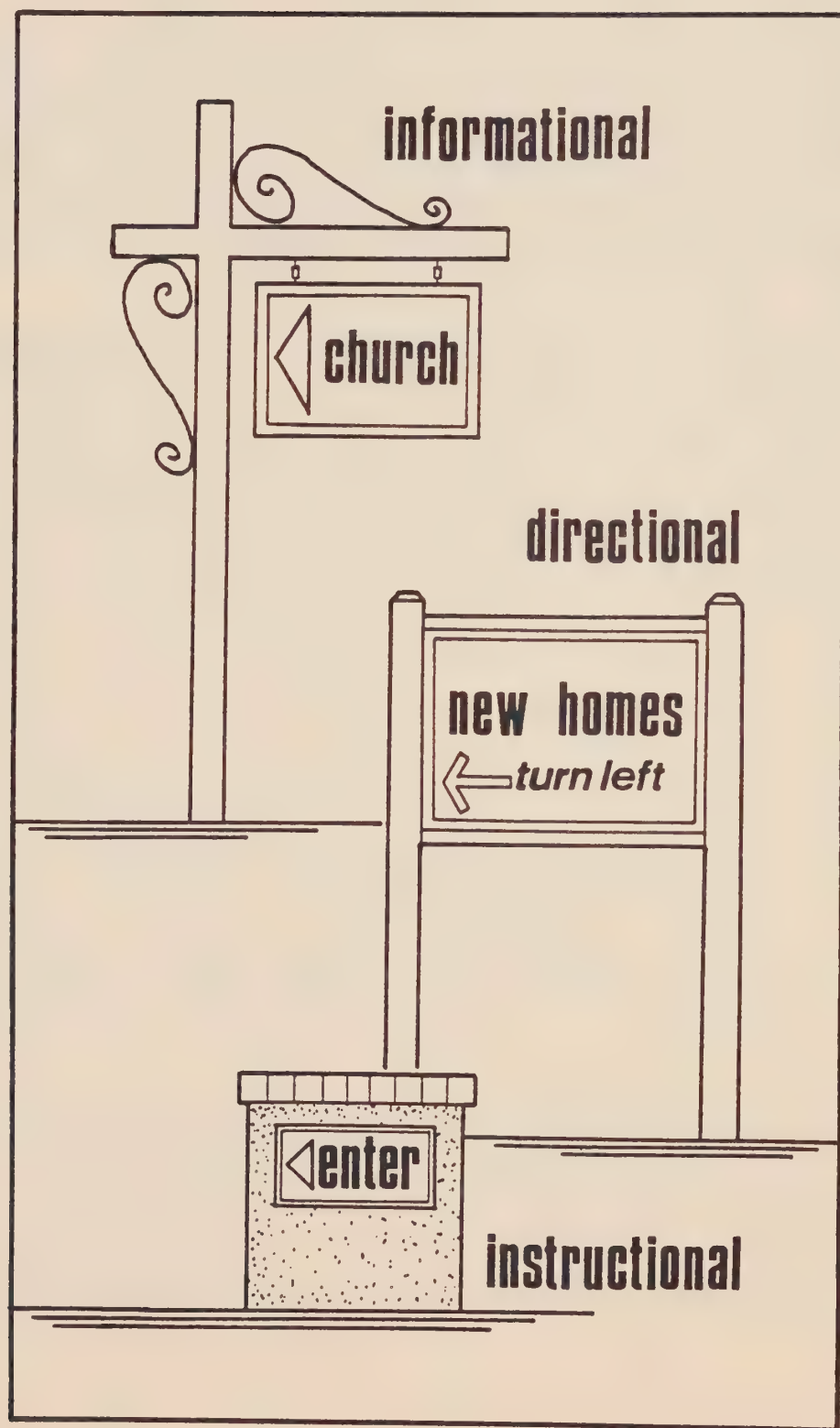
## **Graphics and Signage**

The basic function of all street graphics should be to communicate a message to the observer. In most instances, the oversigning and competition between signs and lights conveys only a sense of visual clutter. When the environment becomes overloaded with graphics displays, the cumulative effect is negative; the viewer actually sees less, not more.

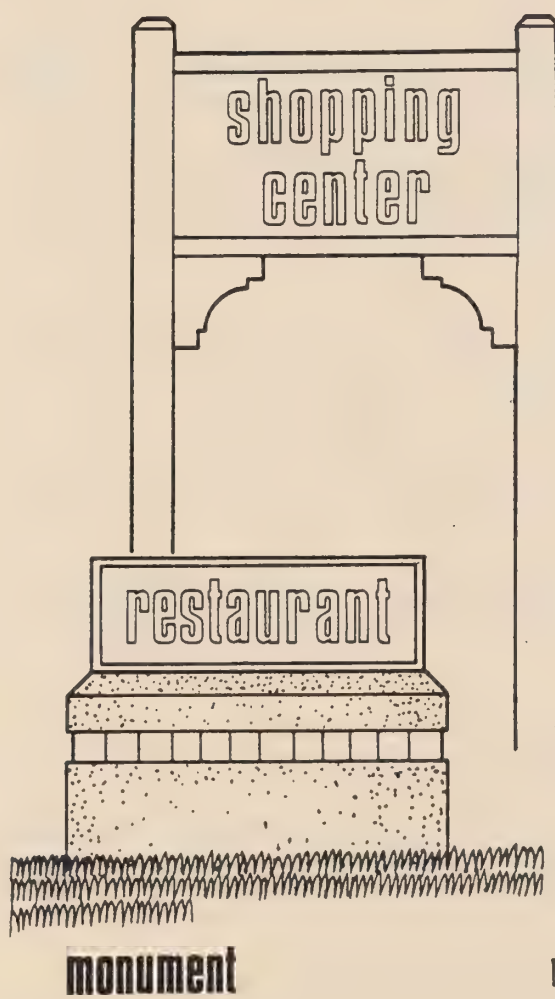
Regardless of the particular activity to which a street graphic pertains, it should not violate the character of the area in which it is located.

Well designed and appropriately located directional and informational signs are an important part of a community's communication system. A smaller number of well-designed street signs properly related to the activities to which they pertain do a better job of indexing or selling than a multitude of gaudy graphics competing with one another for the viewer's attention. A careful use of color, lighting and materials in sign fabrication can contribute to quick and easy communication.

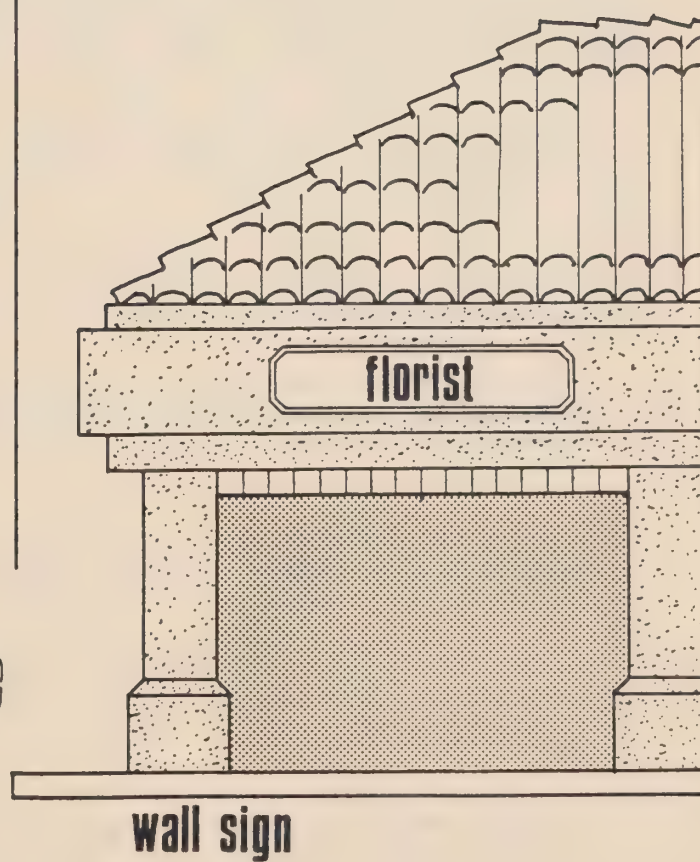
# SIGNS



# SIGNS



freestanding sign





The two types of signs include informational signs and advertising signs. Informational signs, such as traffic signs, historical markers, directional signs, warning signs and such, serve a useful purpose and generally do not lead to clutter except when in large numbers of haphazardly placed signs. Some attention is required to ensure that informational signs are not randomly sized or placed and that they serve an appropriate purpose.

Advertising signs come in a variety of types including business name signs, price signs, sale signs, billboard signs, et cetera. Most signs are "on-site" (they are located where the business they advertise is situated). "Off-site" signs such as billboards do not directly relate to the site and are not permitted except for directional signs for temporary sales of subdivisions. In the review of signs, the city should continue to strive for the following:

1. The city should continue to review signs to regulate and control the location, type, size, number of signs, sign colors, materials and the design of signs.
2. The city should continue its abatement program for signs which exist past the amortization program and signs which are placed without permits.
3. The use of master sign programs should be implemented in shopping centers, business parks and office developments to provide for a uniform display of materials, graphics and colors.
4. Off-site signs should be prohibited with the exception of subdivision directional signs.
5. All signs should be well designed and include appropriate treatment, such as a masonry base, boxed-out columns, painted cabinets, non-glare lights, or similar features depending on the type of sign.
6. A program for street name signs at major intersections and along major roadways should be developed to aid motorists in identifying streets.
7. Public information signs should be installed to help identify public facilities and to help direct access to such facilities. A designed sign program should be utilized to provide for informational signs.

## **Trash Enclosures**

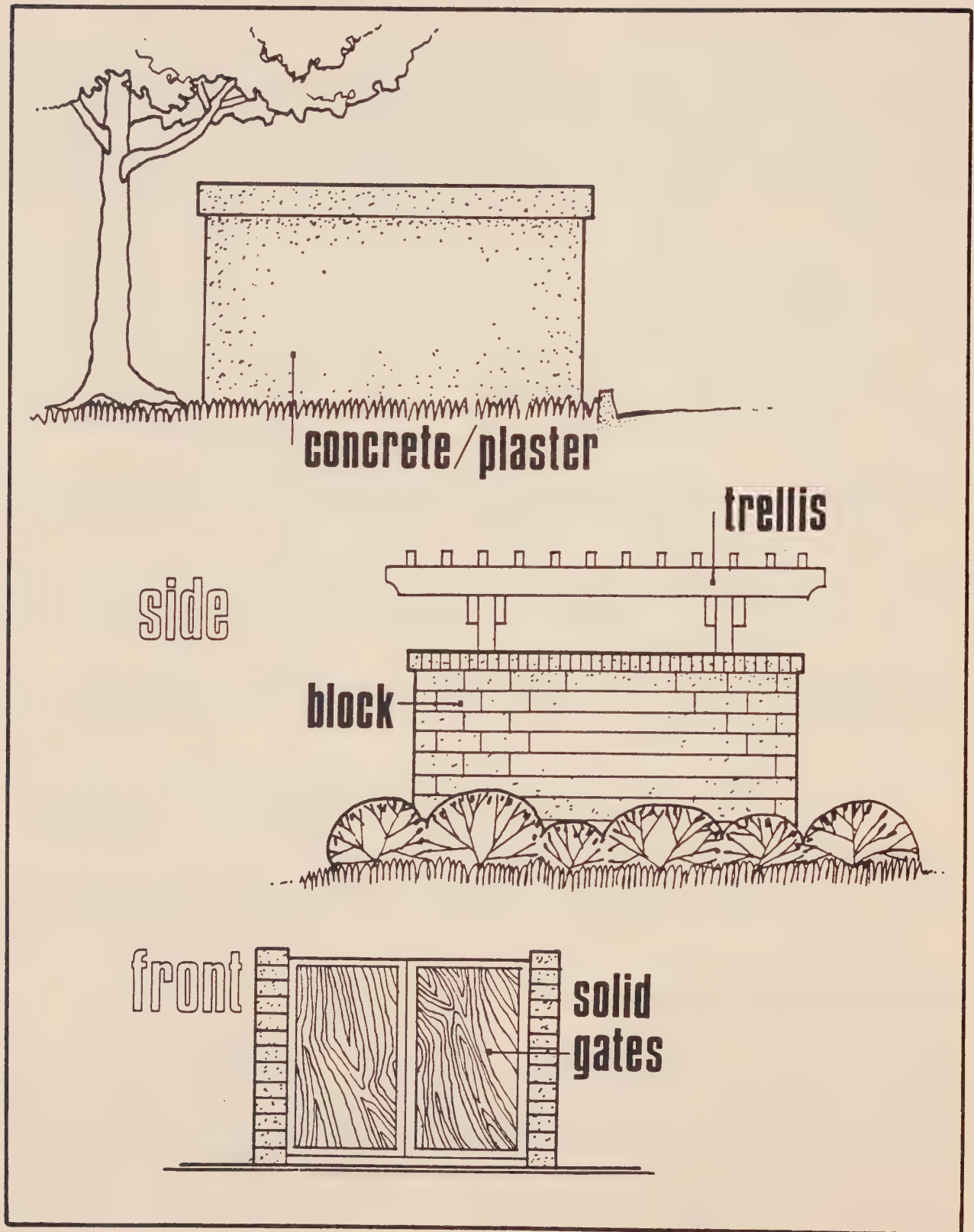
Trash enclosures are required in order to confine trash and debris and to screen barrels and dumpsters. Trash enclosures are especially important at commercial developments, office complexes, industrial facilities, higher density residential areas and public facilities where dumpsters are kept outside of a building. The design of trash enclosures should consider the following:

1. The walls should be of a block or masonry material to match the building where it is located.
2. Vines or shrubs should be planted near the enclosure to soften the walls and blend it into the development.
3. The enclosure should be located to be accessible for the residents or businesses and for the trash trucks.
4. The enclosures should be located away from main entries and so as not to create traffic hazards by creating sight clearance problems.
5. Trash enclosures within developments of two-story or more buildings should incorporate a trellis cover so as to screen views from above.
6. Access gates of a solid wood or metal material shall be required. Baffled entries may be utilized as shown in the following drawings.
7. The size and number of trash enclosures should be such that the type of use of the project would adequately be served. If the use changes, additional pickups or additional enclosures may be necessary.
8. In residential projects, common dumpsters may be required instead of barrels where carports or non-attached garages are used.

## **Trash Receptacles**

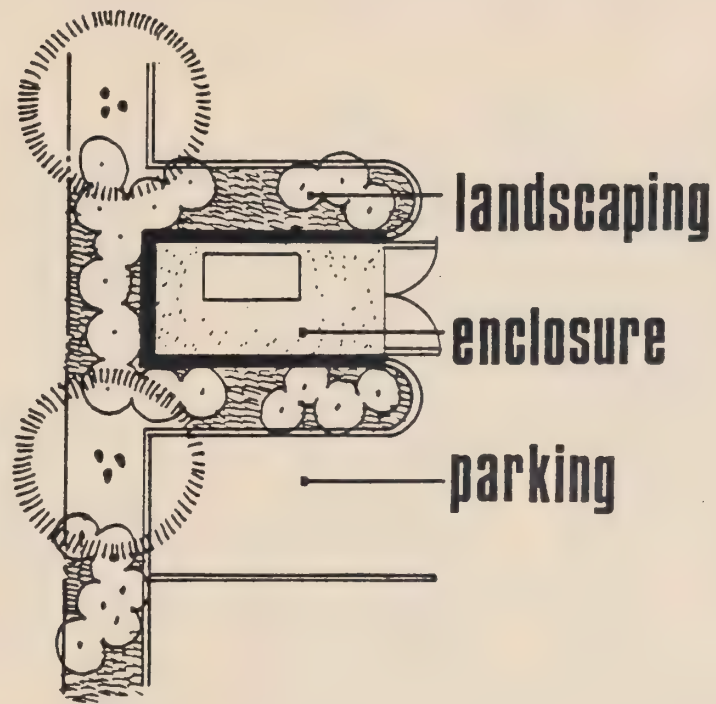
Trash receptacles shall be provided within developments and shall be part of the street furniture. The receptacles should be placed near uses such as restaurants, parks and schools and placed frequently along pedestrianways within commercial areas. The design of the trash receptacles shall complement the design of the surroundings and shall be manufactured of materials utilized within the development. Where possible, the receptacles should be integrated into walls.

# TRASH ENCLOSURES

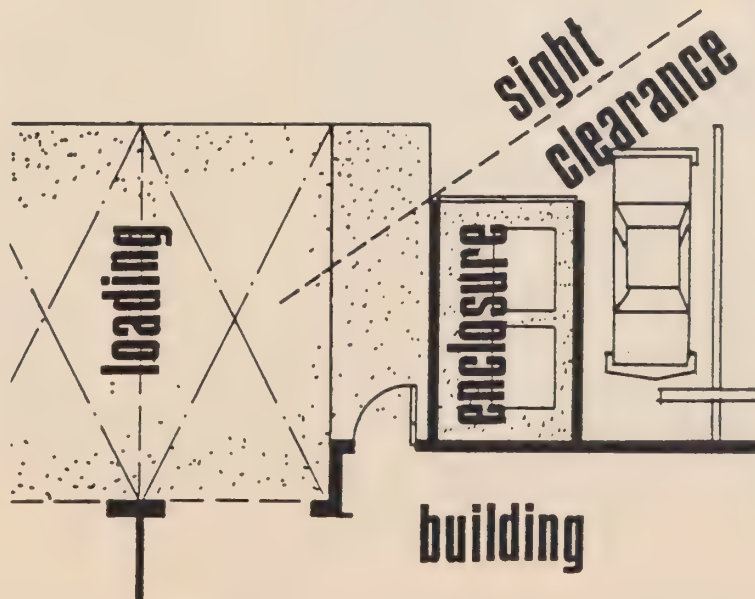




# TRASH ENCLOSURES



alternate locations

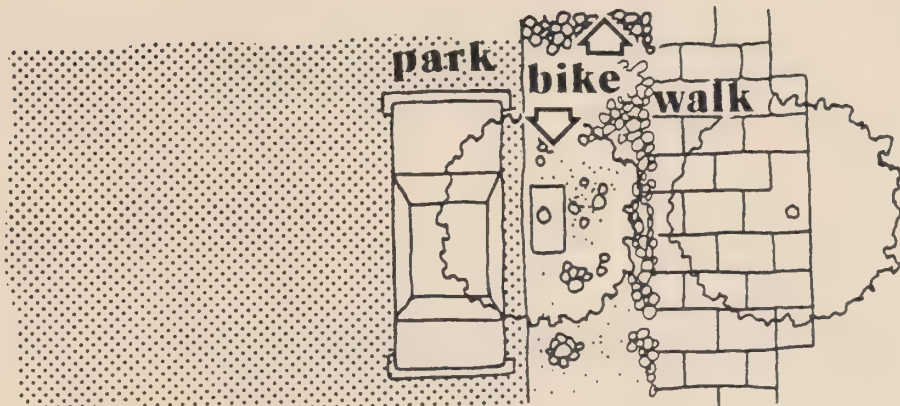


# ALTERNATIVE TECHNIQUES: SEPARATION of TRAFFIC

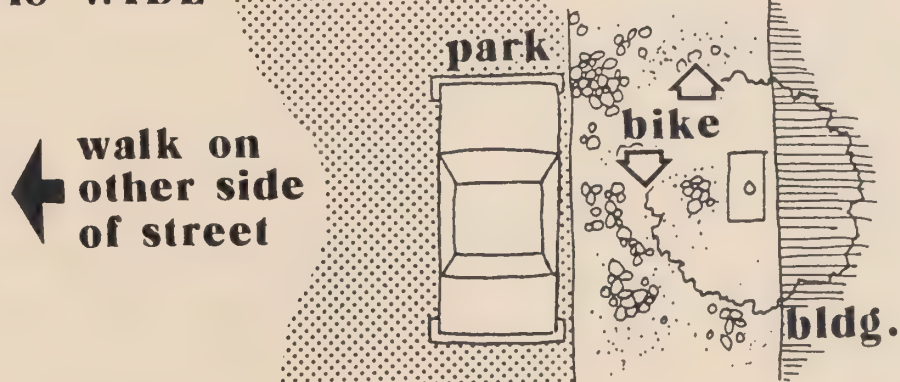




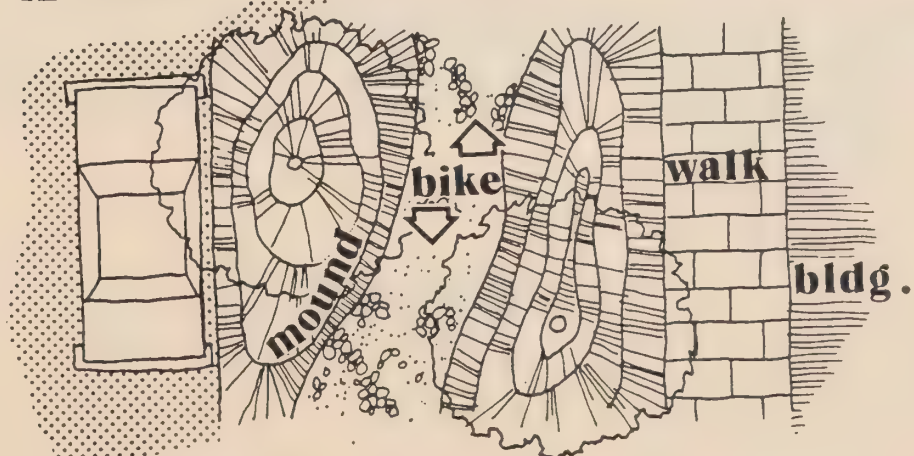
# ALTERNATIVE TECHNIQUES: SEPARATION of TRAFFIC



**15' WIDE**



**12' WIDE**



**40' WIDE**



## Sidewalks Walkways

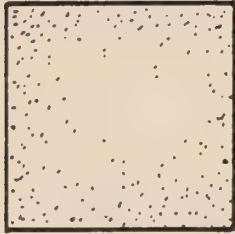
Walking can be a pleasurable recreation, a release from the tensions of the day and a positive factor in maintaining good health. The proper design of sidewalks incorporates a proper walkway width, safety lighting, pleasant walking surface texture, benches and landscaped separation of pedestrian and vehicular traffic is a necessity for a pleasurable walking experience.

A network of sidewalks should be established to interconnect residential areas with schools, parks and commercial areas. Within residential areas, sidewalks should be provided to separate pedestrian traffic from vehicular traffic. In higher density areas, sidewalks within developments serve to connect residential units to open space areas, garages and neighboring units. In rural areas, the standards for streets provide for a parkway which can be utilized by pedestrians or horses.

Sidewalks in commercial areas provide access from parking to shops and offices. Sidewalks can be designed to serve more than the simple function. Carefully designed and located sidewalks can guide the movement of pedestrians and direct their attention to, or prevent their intrusion into, certain areas. Consideration should be given to the texture and safety of the walking surface, pedestrian lighting, street furniture and landscaping. The materials used in constructing walkways influences both usability, safety and comfort. They can be patterned, textured and colored. Smooth materials encourage walking, while rough surfaces inhibit walking. A change in color or texture can cause a feeling of transition from space to space.

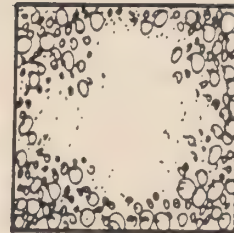
Corner treatment shall consider the view across an intersection to assure safety. Landscaping, benches, trash receptacles and any other street furniture should not be allowed to obstruct the view of a pedestrian from oncoming cars or the view of a driver of a vehicle.

# PAVING TEXTURES



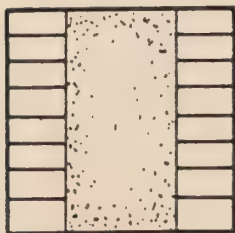
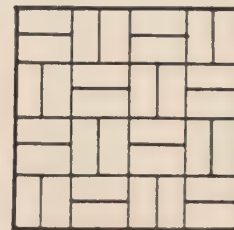
**smooth finish**

**exposed aggregate**



**tile paving  
or stamped  
concrete**

**brick patterns**



**paving accents**

The Circulation Element does not require sidewalks along streets within industrial parks. The site planning of manufacturing developments should, however, provide sidewalks leading from parking areas to the building entrances. In larger developments, pedestrianways should be incorporated into parking areas through the use of pavement textures.

Sidewalk widths vary with wider sidewalks being required in commercial areas or when utilized also as bike routes. Meandering sidewalks have been successfully utilized in areas of Camarillo and should continue as design elements where a special character is desired. Sidewalks should always provide for the safety of the pedestrian and should be ramped at locations necessary to serve wheelchairs and strollers.

## Lighting

There are several purposes of lighting, including security lighting to avoid theft or vandalism, safety lighting to avoid falling, or lighting to provide visibility along roadways for pedestrians, and lighting for decoration, such as accent lighting on buildings or signs. The intensity of lighting and the scale of the lighting fixture can vary as well. The following drawing depicts several types of fixtures:

The type of lighting in commercial areas would not be appropriate in residential areas because of the difference in scale or intensity.

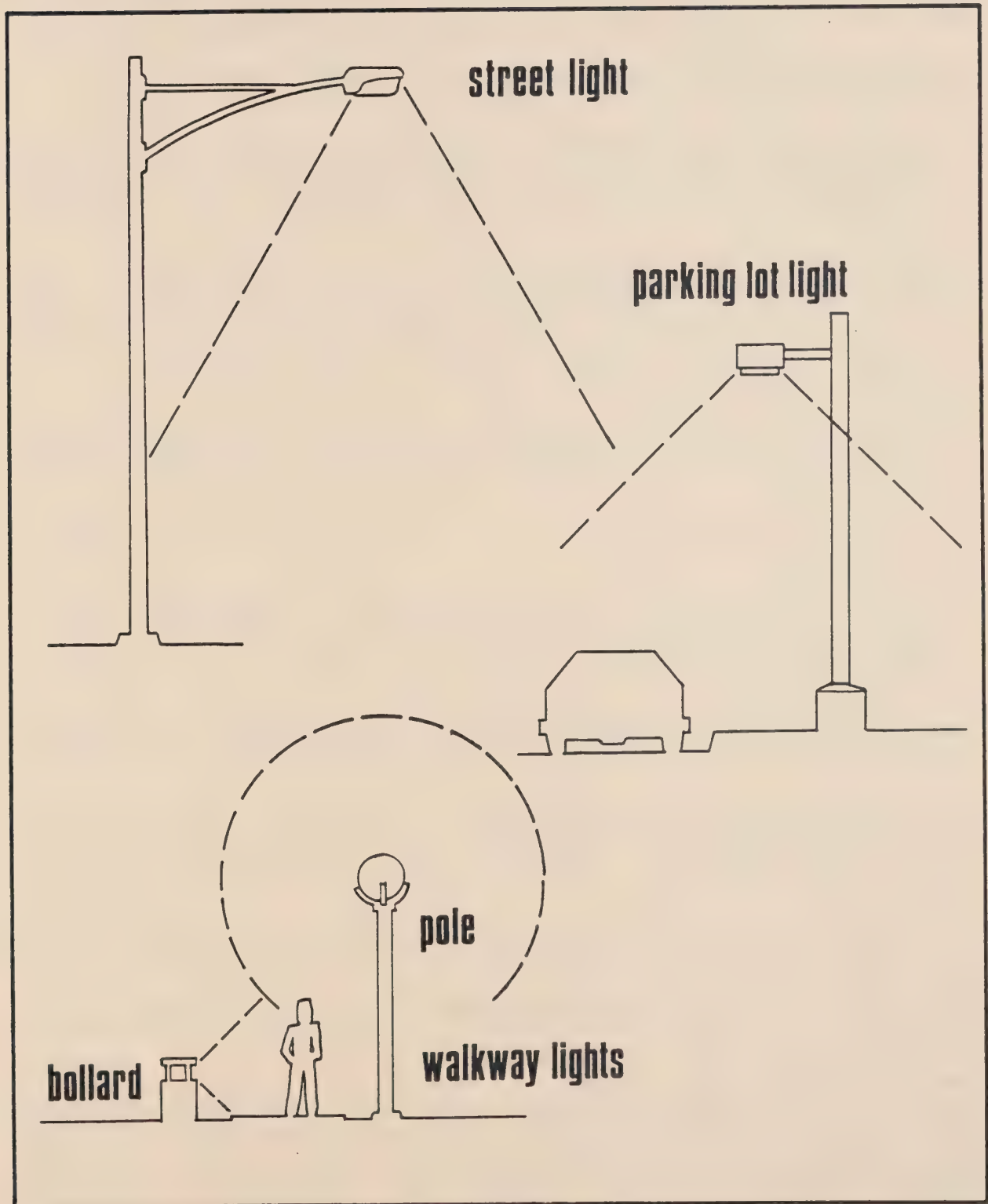
Lighting in commercial areas must be efficient and adequate for safety and welfare of the citizens. Commercial area lighting can often be too bright and contain lighting standards which are out of scale with the architecture or surroundings. Steps should be taken to rectify this problem in areas where intrusions into residential areas exist and to prevent its occurrence in newly developed areas. Crosswalks should be provided with special protective lighting. Alleys should be lighted either by street lights or by private area lighting.

In residential neighborhoods where movement is generally less and much slower than in commercial areas, the lighting should be simpler and warmer to convey the feeling of a quiet residential environment. Lighting standards and sources should reflect the residential environment, providing for safety without intruding on the living atmosphere.

Pedestrian lighting should be more human in scale, spaced at more frequent intervals, lower in height and lower in intensity of light than that used for commercial, industrial and major roadway intersections. Each light must also be attractive to look at during the day when it adds a sculptural accent to the landscape.



# LIGHTING



To ensure that lighting is both functional and appropriate, the following principles should be used in the design of lighting:

1. Lighting should be shielded and directed away from adjoining properties or streets to avoid any nuisance or hazard.
2. The style, size and shape of lighting fixtures should be a complement to the design of the development. The type of fixture should help in ensuring compliance with the first principle.
3. The intensity of the lighting and the type of lighting (e.g. mercury vapor, sodium vapor) should be appropriate for the location of lighting. High speed roadways require bright lighting to avoid traffic hazards at intersections but the same type of lighting would not be appropriate for a pedestrianway.
4. Lighting fixtures should take into account energy efficiency but not to the extent where it is out of character for the location.
5. Lighting fixtures should be vandal-resistant and properly maintained.
6. Rural areas require less lighting and, in accordance with the city's policy, require street lighting generally only at intersections and cul-de-sacs.
7. Lighting should be integrated into the design of buildings. The addition of lighting purely for attraction or show and roof-mounted light fixtures should be avoided.
8. The height of pole mounted lights in parking lots and storage yards should not be excessive. Additional fixtures should be provided instead of trying to light a larger area with fewer fixtures.
9. Lighting for pedestrian areas should be provided to ensure safety.

## **DEVELOPMENT STANDARDS AND CONTROLS**

The design concepts and principles detailed in the Community Design Element are general in nature to avoid a monotonous uniformity of design throughout the city. The concepts instead are to guide development so as to be consistent with the overall character of Camarillo. The nature of the element is to set a pattern for development of Camarillo. The tone set by the element addresses existing areas, future developments, open space lands, public lands and streets to ensure a quality environment for the residents of the city.

Camarillo is a place for living, working, shopping or relaxing and is rich in recreational opportunities. It also has a vast potential for cultural and civic events as witnessed by its civic activities, parades, educational programs and exhibits.

It is in this context that one realizes that no single method of implementation for the Community Design Element can be utilized. Instead, the city must continue to make use of a variety of development controls and standards in its effort to create a community which enriches one's life and evokes a sense of excitement. This section will address the various methods of development standards and controls which are being utilized to implement design concepts or are available to be considered. These methods range from specific plans, which address advance planning for areas, to Zoning Ordinance requirements which set precise development requirements.

The types of development standards and controls include the following: Zoning Ordinance, Parking Ordinance, Sign Ordinance, Grading Ordinance, planned development permits, architectural review, Subdivision Ordinance, public lands and easements, maintenance controls, specific plans, public improvements, historical preservation, environmental review, General Plan, and Hillside Ordinance.

The implementation of the various development standards and controls is to promote the application of the goals of the General Plan including its various elements. They form a coordinated and cohesive method to ensure that developments within the City of Camarillo will be of the highest quality standards and that the character of the community will be enhanced. The development of a good program to promote quality design in the community will help to develop an image of the community of which the citizens would be proud.

Zoning Ordinance. The Zoning Ordinance is one of the best tools in establishing development standards. The Zoning Ordinance establishes permitted uses, building coverages, lot areas, setbacks, height limitations and similar restrictions. The Zoning Ordinance for Camarillo has been rewritten as a result of the recommendations contained in the 1975 General Plan. The standards contained in the Zoning Ordinance work together with other Municipal Code requirements to ensure the appropriate development and proper use of land in accordance with the General Plan.

Parking Ordinance. The Parking Ordinance establishes development standards for the minimum amount of parking required for various types of uses. The Parking Ordinance also addresses the development standards for parking lot landscaping. The principles in establishing parking lots promote areas which function well, are aesthetically pleasing and accessible. In conjunction with the requirements for loading spaces, the parking



and loading ordinances address the minimum number of loading zones, their location and their minimum size.

Accessibility Standards. Title 24 of the State of California Administrative Code sets forth regulations known as the Architectural Barriers Law. The regulations affect the development of building through standards for buildings and site development and are enforced by the Department of Building and Safety. The Architectural Barriers Laws promote the use of ramps and other facilities to promote accessibility for handicapped persons. The city's development standards also promote the use of ramping and handicapped parking facilities. The Zoning Ordinance affects on-site developments, and the engineering standards affect public improvements.

Sign Ordinance. The Sign Ordinance for the City of Camarillo establishes controls to regulate the location, type and number of signs, colors, materials and the design of signs. It sets forth the permitted types of signs within the various land uses and contains principles for effective sign programs, their maintenance and the abatement of nonconforming and illegal signs. The city's program of abatement of nonconforming signs has been effective in removing up to 80% of the signs which were classified as nonconforming at the time of the adoption of the Sign Ordinance. The city should continue with the provisions of the Sign Ordinance to restrict both on-site and off-site advertising signs and to ensure that the graphics contained within signs are appropriate and aesthetically pleasing. The location of signs should be a part of the architectural design of commercial and industrial buildings so as to reduce clutter and be complementary to the character of the development.

Grading Ordinance. The Grading Ordinance controls changes in the topography of the land. Any cutting or filling of land requires review by the city to ensure that the drainage patterns will not be creating any problems and that the slopes will not fail nor be unsuitable for building, paving or such. The review of the grading considers the existing topography, existing facilities or features, existing vegetation and proposed changes. The proposed grading can be required to retain existing features such as rock outcroppings or mature vegetation.

The grading should also incorporate features to blend into the existing environment through design of the grading plan. Preliminary grading information should accompany proposed development plans at the time of consideration by the Planning Commission.

Planned Development Permit. The Zoning Ordinance requires Planning Commission review and approval of planned development permits for developments in most zones. The exceptions are the open space and agricultural zones and the rural and R-1 single family residential zones. The zones that require Planning

Commission review set forth precise findings in approving projects so that they are adequately served by streets and utilities, consistent with the General Plan and surrounding uses, and not detrimental to the environment. The review of the Planning Commission involves the site planning of projects, their relationship to adjoining uses and the design and style of the proposed buildings. In approving planned development permits, the Planning Commission should not only consider them with regard to ordinance requirements, but the project should also be compatible with the principles contained in the General Plan and its elements.

Architectural Review. The purpose of an architectural review board would be to review development plans for the parameters of architectural design, exterior building materials, landscape materials, graphics and signage. The Architectural Review Board consists of the Planning Commission and/or other such individuals with design background; i.e., architects, landscape architects, graphic artists, and the Director of Planning and Community Development. The review board aids in the review of projects to ensure that buildings conform to design standards, such as in specific plans and the Community Design Element, so that they are complementary to surrounding buildings and environmental features.

Public Lands and Easements. The city has the opportunity and the directive to ensure that lands under public ownership be properly managed and that they be a complement to the area and the character of the community. In the management of public lands, unique qualities within the community would be protected and provide for public purposes, such as park lands, viewsapes or other environmental purposes. Should any public land be sold or exchanged, appropriate restrictions should be considered to carry out the intent of the Community Design Element. The acquisition of lands should be considered for public use for lands which would enhance the character of the community.

Maintenance Controls. The maintenance of both developed and undeveloped lands is important in promoting a positive image and quality environment. There are a variety of maintenance controls including housing code, fire prevention programs, litter controls, weed and insect controls and water pollution controls. These are in addition to the Municipal Code requirements which set forth standards for the maintenance of lands in conformance with the ordinance provisions. The enforcement of these provisions with mandatory abatement of persistent violations should be of primary importance.

Specific Plans. Specific plans generate more precise land use patterns, development standards, street alignments, utility improvements and design themes for particular areas. Specific plans can be utilized to coordinate planning among various parcels.



Specific plans can also be beneficial in coordinating development of new areas which may have otherwise been restricted from development because of access, property lines, lack of utilities, or such. The City of Camarillo prepared a specific plan to establish the design criteria for the Civil Center block before development occurred. That specific plan established goals, such as common access drives, berm landscaping setbacks, and an Early California style for the buildings.

Large undeveloped areas which are shown for development could benefit from the preparation of a specific plan. The plan would set forth development patterns and aid developers while achieving high quality projects in the community.

Public Improvements. Public improvements, such as streets, public buildings, utilities and such, should be reviewed in terms of their design, location, function and surrounding areas to ensure that the projects are compatible with the existing environment and surrounding land uses. In addition, they should be of a high quality design and promote the character of the city.

Historic Preservation. The preservation of buildings having historical significance and other environmental features help to tie generations together and fit into the fabric of the community. They are beneficial in promoting the theme and character of the area and offer a richness that cannot often be duplicated. Attempts should be made to preserve those significant features and that they be properly maintained. Surrounding developments should be a complement to historical buildings.

#### Environmental Guidelines.

The City of Camarillo has adopted guidelines for the preparation of environmental impact reports which are consistent with the State Environmental Quality Act. The first policy of the State Legislature in requiring environmental review of development is to develop and maintain a high quality environment now and in the future and take all action necessary to protect, rehabilitate and enhance the environmental quality of the state. Additionally, all action necessary to provide the people of the state with clean air and water, enjoyment of aesthetic, natural scenic and historic environmental qualities and freedom from excessive noise should be taken.

The application of the environmental guidelines is to identify any and all potentially significant environmental impacts and to identify various alternatives and mitigating measures that could be required in the approval of a project. The identification of potential significant impacts is to provide decision makers more information to render a decision in favor of or opposed to a



project to ensure that the highest quality environment will result.

## **RECOMMENDATIONS**

Hillside Ordinance. A Hillside Ordinance would establish controls for development in hillside areas. The controls would include standards for drainage patterns, manufactured slopes, and grading improvements. The ordinance would provide for a detailed analysis of the soil characteristics and landscaping for slope stabilization. The Hillside Ordinance would work with the Zoning Ordinance and Grading Ordinance and would affect those areas having special concerns as discussed in the Scenic Highways and Open Space and Conservation Elements.





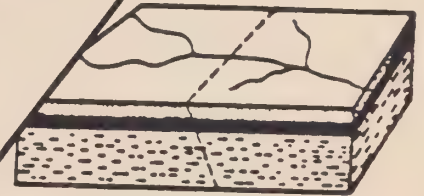




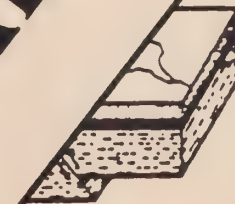


# City of Camarillo GENERAL PLAN

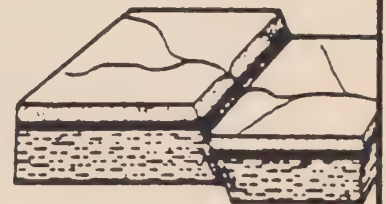
## XI. SAFETY ELEMENT



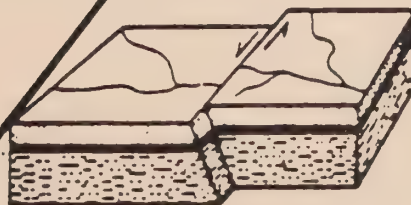
Earth block before movement



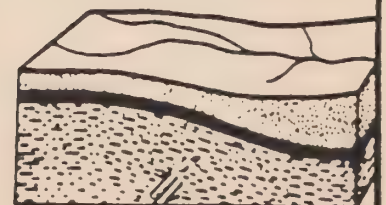
or Reverse fault



1b Normal fault



1c Left lateral fault



1d Monoclinal fold caused by faulting at depth





# **SAFETY**

## **INTRODUCTION**

### **Background**

The California Government Code requires the preparation of a Safety Element for the protection of the community from any unreasonable risks associated with the effects of seismically induced ground rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; subsidence and other known geologic hazards; flooding; and wildland and urban fires. The Safety Element shall also include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

The State of California in 1984 consolidated the seismic safety requirements with those of the safety element and deleted the requirement for the adoption of a separate safety element. Historically, the safety and seismic safety elements joined the state statutes in 1971 in response to the wildfires in October and November, 1970, and the San Fernando earthquake in February 1971.

The Safety Element aim is to reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards including: flooding; mudslides and soil creep; tsunamis and seiches; land subsidence; earthquakes; avalanches; other geologic phenomena; levee or dam failure; certain types of urban and wildland fires; and building collapse.

The Safety Element is the primary vehicle for identifying hazards in making land use decisions. While the Safety Element focuses on identifying fire and geologic hazards, it also may address impacts associated with the storage and disposal of hazardous materials.

### **Purpose**

In preparing the Safety Element, a number of purposes will hopefully be achieved. Among these are:

1. To meet the requirements of the State Law.
2. To investigate the various hazards from a regional as well as a local perspective so as to provide a more integrated picture of the hazardous conditions within Ventura County and the City of Camarillo.
3. To develop a framework which will permit the investigation of all types of hazards and the resources they impact.
4. To present the information collected in a form which will allow decision makers and the public to quickly evaluate the pertinent aspects of a given hazard.
5. To offer a range of response measures from which decision makers may choose as they attempt to alleviate a given hazard.
6. To provide a framework in which future inventory and analysis can be performed.

## Hazard Evaluation

One of the purposes of the Safety Element is to provide decision makers with the information necessary to evaluate the nature of a given hazard and possible courses of action. To facilitate this, it is felt that decision makers and the general public should have a general knowledge of a hazard, know where it exists and who is managing it. In addition, one should know the probability of the hazard occurring, the severity of the hazard should it occur, and the validity of the information which leads to conclusions in the above area.

One aspect not addressed in the document, but which will automatically enter into any final decision relative to hazards, is the cost involved. This matter was not addressed because only the local jurisdiction can place values on resources that may be lost; and only the local jurisdiction can decide on the appropriate response to a hazard and its attendant costs. A local entity's conclusion about costs and benefits are then the final elements in a Risk Analysis which evaluates: probability, severity, resources, the validity of information and cost benefits. This has been done for Camarillo in the public hearings that preceded adoption of the Element of the General Plan, and are shown in the POLICIES that conclude each discussion.

A number of maps accompany each hazard discussed. These maps are an essential part of any hazard evaluation. Hazard zones appear on these maps which depict varying degrees of severity for a given hazard. While these zones are, by necessity, defined by distinct lines, the hazard depicted may not conform exactly to the defined zones. The reasons for this are imprecise data, and



small scale maps which do not permit the detailed plotting of data.

## **FAULT DISPLACEMENT**

### **General Discussion**

Surface Faulting (D.R. Nichols, U. S. Geological Survey)

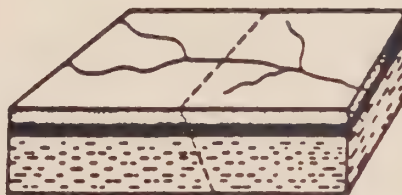
The earth is laced with faults - planes or surfaces in earth materials along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation of stress. Most of these faults have not moved for hundreds of thousands or even millions of years and thus can be considered inactive. Others, however, show evidence of current activity or have moved sufficiently recently to be considered active, i.e., capable of displacement in the near future. Any fault movement beneath a building in excess of an inch or two could have catastrophic effects on the structure, depending upon its design and construction, and the shaking stresses it experiences at the same time. Therefore, it is important to know not only which faults may move but how they might move.

The definition of what constitutes an "active fault" may vary greatly according to the type of land use contemplated or to the importance of the structure. For example, the Atomic Energy Commission regards a fault as active or "capable" with respect to nuclear reactor sites if it has moved "at or near the ground surface at least once in the past 35,000 years;" or "more than once in the past 500,000 years" (Atomic Energy Commission, 1971). Commonly, faults are regarded as active and of concern to land use planning when there is evidence that they have moved during historic time or, through geologic evidence there may be a significant likelihood that they will move during the projected use of a particular structure or piece of land. Because geologic evidence may be lacking, obscure, or ambiguous as to specific times of past movement, geologists may be able to estimate relative degree of activity only after a regional analysis that may extend far beyond the locality under consideration. Such analysis may be based on historic evidence of fault movement, seismic activity (occurrence of small to moderate earthquakes along the fault movement), displacement of recent earth layers (those deposited during the past 10,000 years), and presence of topographically young fault-produced features (scarps, sag ponds, offset stream courses and disruption of man-made features such as fences, curbs, etc.). Movement, however, seldom is limited to a single fault surface throughout the lifetime of a fault system. Faults that commonly produce significant displacement (more than several inches at a time) often have related branches that diverge from the main fault but usually have less movement along them. They may also have secondary faults that are not directly or obviously connected physically to the main fault trace.



## ILLUSTRATION 1

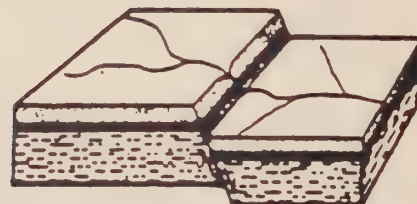
### examples of fault displacement and earth flexure



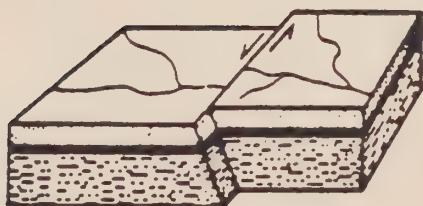
Earth block before movement



1a. Thrust or reverse fault



1b. Normal fault



1c. Left lateral fault



1d. Monoclinialfold caused by faulting at depth

Source: Tri-Counties Seismic Safety Study,  
1973, pg. 68

Secondary faults are usually nearby (within hundreds of feet of the main rupture) but they may extend as much as several miles away. As with branch faults, displacement along secondary faults is usually only a fraction of that along a main fault.

For planning purposes there are two kinds of faults: (1) active faults which have experienced displacement in recent geologic time, suggesting that future displacement can be expected on these faults; and (2) inactive faults that have shown no evidence of movement in recent geologic time, suggesting that these faults are dormant. However, some faults labeled as inactive are so termed due to lack of knowledge. Increased research and monitoring of these faults could reveal some of them as active.

The State Division of Mines and Geology ("Urban Geology," 1973, Bull. 199) indicates that on a State-wide basis, the potential hazard to structures from the surface displacement of faults is low compared to such geologic phenomena as earthquake shaking and landsliding. Historically, major losses due to fault displacement have been limited to the San Fernando Earthquake of 1971. Structural losses due to fault displacement in the 26 other major earthquakes in California are unknown but were probably small. Most of the losses incurred during the 1906 San Francisco Earthquake and 1952 Tehachapi Earthquake were caused by earthquake shaking and ensuing fires.

## **GENERAL EFFECTS OF THE HAZARD**

### **Primary Effects**

Nearly all manmade structures are susceptible to damage ranging from severe to total when affected by displacement along faults passing beneath their foundations. The San Fernando Earthquake of 1971 has shown that structures designed under present standards are not safe from severe damage or destruction as a result of surface fault displacement of foundations. It is widely acknowledged that design of most structures, such as single family homes or larger structures, roads, bridges, pipelines, or other conduits, to resist fault displacement is generally not feasible. Only massive earth structures such as earthfill dams can be designed to remain functional after several feet of displacement along an underlying fault.

Permanent effects of surface displacements along faults also can include:

1. Abrupt elevation or depression of ground surfaces of several feet for distances of many hundreds of feet along the fault.
2. Disruption of surface drainage.
3. Changes in groundwater levels in wells.

4. Blockage and surface seepage of groundwater flow.
5. Changes in survey benchmark elevations.
6. Dislocation as street alignments and property lines of many feet if lateral (horizontal) displacement also occurs along a fault, etc.
7. Displacement of drainage channels and drains.

## **Secondary Effects**

Secondary effects of surface displacements along faults within an urban area could include:

1. Disruption of movement along roadways due to abrupt depressions of elevation of pavement surfaces.
2. Possible flooding due to disruption of drainage channel and storm drain flow.
3. Disruption of utility services such as water, gas, fuel, telephone and electric power lines.
4. Temporary impact on industry and commerce similar to that resulting from the occurrence of most kinds of regional natural catastrophic events such as hurricanes or floods.

## **GENERAL INVENTORY OF THE HAZARD**

### **Location and History**

The greatest potential for fault activity is along any of the faults which lie within the several major fault systems which transect the County from east to west. The 1971 San Fernando Earthquake which occurred along one of these major fault systems illustrates the high level of activity that some faults within these systems may have and foretells the future occurrence of other such earthquakes in the Los Angeles, Ventura-Santa Barbara region.

The San Fernando Earthquake may be an example of the typical type which could occur along some of the east-west trending faults which transect the County.

Based upon that earthquake, it is most likely that a surface fault displacement within the County will be sudden, occurring over a period of less than one minute. The displacement would be accompanied by sharp earthquake shaking lasting perhaps several tens of seconds.



The following is a description of the major active and potentially active faults and fault systems within Ventura County Update mapping using Geohazards Assessment.

## **Malibu/Santa Monica/Raymond Fault System**

This fault system is believed to consist of a series of major north-dipping thrust faults which extend along the coast and onshore for a total of over 40 miles and perhaps a much greater distance offshore in the Santa Barbara channel. It begins in the San Bernardino area and extends along the southern base of the Santa Monica Mountains and passes offshore a few miles west of Point Dume.

Geologic evidence for activity of the fault system during recent geologic time up through the present are fault terrace and near surface sedimentary deposits, groundwater barriers and the Point Mugu Earthquake (February, 1973) which is believed to have originated on the Malibu Fault.

The faults within this system are considered active.

## **Simi/Santa Rosa Fault**

This fault is associated with reverse or high angle thrust movement. From the Santa Susana Mountains westward along the northerly margin of the Simi and Tierra Rejada Valleys, along the south slope and crest of the Las Posas Hills to their westerly termination.

The presence of the Springville and Camarillo Faults, short distances to the north and south, respectively, of the westerly projection of the Simi-Santa Rosa Fault suggest a relationship to these faults which project into the Oxnard Plain along the trend of the subject fault.

Surface evidence north of Simi Valley indicates that at least the easterly portion of this fault has been active during Pleistocene time (11,000 to 3,000,000 years before present). However, available information is considered insufficient to conclude that westerly portions of the Fault have not been active during the Pleistocene or more recent time. No earthquake epicenters of magnitude 4.0 or greater (Richter Scale) have been recorded along the fault during historic time.

The fault is designated as potentially active until more information is available for evaluation.

## **Bailey Fault**

This fault marks the boundary between the westerly Santa Monica Mountains and the Oxnard Plain. It extends from the Mugu Lagoon area northerly to an apparent intersection with the Camarillo











Fault near Calleguas creek and State Highway 101. The presence of the fault is based primarily upon water well data.

No evidence of surface expression of the fault is known nor have any earthquakes been recorded as having originated on it. The fault trace is obscured by geologically young alluvium over its entire length. Available information is insufficient to conclude that the fault has not been active during Pleistocene or more recent time.

The fault is designated as potentially active until more information is available for evaluation.

## **Camarillo Fault**

The fault extends in an east-west direction immediately south of Camarillo from Calleguas Creek to the Camarillo Airport. The presence of the fault is based primarily upon the apparent abrupt uplift along the north side of the fault linear uplift of the southern portion of Camarillo.

The apparent uplift of the north side of the fault is believed to be a surface expression of the fault. The fault trace, however, is obscured by geologically young alluvium over its entire length. Available information is insufficient to conclude that the fault has not been active during Pleistocene or more recent time.

The fault is designated as potentially active until more information is available for evaluation.

## **Sycamore Canyon and Boney Mountain Faults**

These faults are the most prominent of a series of northeast trending breaks extending from the Point Mugu and south coast area to the Thousand Oaks area. The presence of the faults is evident by surface exposures showing displacement of sedimentary and volcanic rocks of pre-Pleistocene age. Younger rocks are not known to have been displaced by these faults.

Surface evidence of displacement of sedimentary and volcanic rocks or pre-Pleistocene age indicate that the faults have been active since deposition of those rocks. Younger rocks are not known to have been displaced by them. However, no specific investigations have been reported indicating that displacement of younger deposits has not occurred.

Special areas of concern would be in the Potrero, Conejo and Hidden Valleys and the Thousand Oaks area.

The faults are designated as potentially active until more information is available for evaluation.

## **Oak Ridge Fault System**

The Oak Ridge Fault is a steeply southerly dipping reverse or thrust fault which extends from the Santa Susana Mountains where it has been overridden by the north dipping Santa Susana Thrust Fault, westward along the southerly side of the Santa Clara River Valley and thence into the Oxnard Plain. The relationship of possible westerly extension of the fault to the McGrath and offshore faults is unclear and may be complex. None of the faults beyond the westerly terminus of South Mountain have surface expression nor have any been shown to cut near surface sediments. It is conceivable that past movement of these faults in the Oxnard Plain area has not resulted in surface displacements but, instead, has resulted in only broad warping or tilting of the near surface alluvial sediments.

The Oak Ridge Fault System probably contains many branching faults and is believed to be associated with one or more faults of similar trend present in the Santa Barbara Channel west of the Oxnard Plain. The system is over 50 miles long on the mainland and may extend an equal or greater distance offshore.

The rugged, steep terrain of the north slope of South Mountain suggests that at least that portion of the Oak Ridge Fault is active. The lack of surface evidence of fault displacement in the Oxnard Plain is not necessarily indicative of past activity in the recent geologic past as surface features could easily have been obscured by fluvialite processes (erosion or deposition of alluvium). Several recorded earthquake epicenters in the offshore as well as mainland area during historic time may have been associated with the Oak Ridge Fault or others within close proximity and associated with it.

The fault system is considered active. Future information may result in portions being designated as inactive.

## **Ventura Foothills and Country Club Faults**

The Ventura Foothills Fault has been postulated to exist along the base of the hills south of Sulphur Mountain extending from north Saticoy westerly to the mouth of the Ventura River then westerly an unknown distance into the Santa Barbara Channel area. The possible existence of this fault as well as the nearby Country Club Fault northerly of Montalvo is reported in "Geology Seismicity and Environmental Impact" (1973), a special publication of the Association of Engineering Geologists.

Evidence for the existence of the Ventura Foothills Fault is based mainly upon minor faulting of terrace deposits north of San Buenaventura and evidence of faulting from the Tidewater Oil Company corehole #5. The fault is believed to be north dipping.



The existence of the Country Club Fault is based mainly upon discontinuities of water wells located in the Saticoy vicinity.

At present, sufficient information to verify the presence of past or potential future activity of these faults is lacking.

Future studies will provide information regarding existence and potential activity of these faults. It is considered prudent, however, to acknowledge the presence of these faults and consider them as potentially active, at least until further information is available.

## **Red Mountain/San Cayetano/Santa Susana/ San Fernando Fault System**

This fault system consists of a major series of north-dipping thrust faults which extend over 150 miles from Santa Barbara County into Los Angeles County. The system is associated with an intense zone of folded and faulted bedrock. Relationships within the system become obscure over an eight mile wide gap between the Red Mountain and San Cayetano Faults where these north-dipping faults give way to several large, south-dipping faults.

Geologic evidence that the fault system should be considered active throughout its length is shown by location of earthquake epicenters (including the San Fernando Earthquake of 1971), groundwater barriers, and displaced alluvial sediments. In addition, the unusually high fluid pressures in the Ventura and San Miguelito oil field are believed to indicate that tectonic stress has accumulated along that section of the fault system between the Red Mountain and San Cayetano Faults. It is possible that continued buildup of this stress will eventually result in sudden release, probably in the form of an earthquake resulting from movement along one or more of the faults within the Ventura County portion of the system.

Research has shown that the San Cayetano Fault has 20,000 feet of displacement several miles east of Ojai Valley. The epicenter of an earthquake of magnitude 4.0 to 4.4 (Richter Scale) was located above the San Cayetano Fault between Fillmore and Piru.

The system is considered active.

## **Santa Ynez Fault**

This fault extends from Point Conception in Santa Barbara County, across the central portion of Ventura County, to near the east County line. It is considered to be one of the major faults in the region and is about 90 miles long. Past displacement has been about 10,000 feet of relative uplifting of the south side of the fault. The fault lies about 4 miles north of Ojai.

Left lateral displacement of streams crossing this fault has been cited as evidence for recent fault movement. Several earthquake

epicenters have been located along this fault and one or two of these were in Ventura County. The strong 1927 earthquake centered west of Point Conception may have originated on the westerly, offshore extension of this fault.

This fault is considered potentially active until additional information is available for evaluation.

## **Faults Between The Santa Ynez and North County Line**

Several large faults occur in the mountainous area north of the Santa Ynez Fault and within Ventura County. The most significant of these faults are the Tule Creek, Munson Creek, Aqua Blanca, Frazier Mountain and Big Pine Faults.

Of these, the more important appear to be the Pine Mountain Thrust and Big Pine Faults (9 and 16 miles north of Ojai, respectively). The Pine Mountain Thrust is north-dipping and favorably oriented for generating earthquakes in response to the north-south compressive forces which have triggered activity along such similar faults as the Malibu, San Fernando and San Cayetano.

Terrace deposits and stream channels have been offset by geologically recent movement along the Big Pine Fault. More importantly, it is reported to have ruptured the ground surface for a distance 30 miles along its length during the northern Ventura County earthquakes of November, 1852.

Both of these faults are considered active.

## **San Andreas Fault**

The San Andreas is the longest and most important fault in California. It transects a one-half mile branch section of the extreme northeast corner of the County, about 27 miles northeast of Ojai. It is the only fault within Ventura County which the State has designated as being within a Special Studies Zone. Several Special Studies Zones have been established by the State Division of Mines and Geology along several of the major active faults within the State. Development proposes within these zones will require special site investigations prior to approval to ensure that structures for human occupancy are not placed over a fault or fault branch. The State anticipates it will establish similar zones along other faults as funds become available for evaluation of potential activity.

Due to clearly established historical earthquake activity, this fault has been designated as active by the State Division of Mines and Geology. The last major earthquake generated along that portion of the County was in 1857. The earthquake is estimated to have been on the order of magnitude 8.0 (Richter Scale) and would have caused considerable damage to structures in



the southern County area had they been there. The occurrence of another such major earthquake along this fault is considered possible within the near future.

## **LOCAL DISCUSSION**

### **Local Inventory of the Hazard**

The Camarillo area is transected by several faults (See Hazards Plate I) of which the Simi-Santa Rosa is the most prominent. This fault extends into the area from the east and is obscured by alluvial cover west of Calleguas Creek. It is unknown whether this fault is present beneath the alluvium or whether the geologically young alluvium has been cut by the fault. A similar level of information exists for the:

1. Springville Fault Zone which consists of two nearly parallel fault zones lying along the south side of the Camarillo Hills,
2. Camarillo Fault and its extension through Pleasant Valley into Santa Rosa Valley, and
3. Bailey Fault which extends from the Mugu Lagoon area northerly to an apparent intersection with the Camarillo Fault near Calleguas Creek and Highway 101, thence northeasterly into the Santa Rosa Valley, and
4. A possible, unnamed, northeast-trending fault near Calleguas Creek between the Camarillo and Las Posas Hills.

Water well data suggests the existence of groundwater barriers or cascades along each of these faults except the Simi-Santa Rosa Fault. However, insufficient information is available to conclude that such a condition is not also associated with the latter fault.

No earthquakes of significant magnitude (4.0 or greater on the Richter Scale) have been recorded on any of the faults affecting the area during historic time.

Several shocks of less than 4.0 magnitude have been centered in the area, but it is unknown whether they were associated with any of the known faults. None of the faults exhibit surface expressions, such as low scarps or deflection of surface drainage, that would indicate surface movement during the recent geologic past (11,000 years or less before present time). However, it is conceivable that such features could have been obscured by erosion or deposition of alluvium.

Recent investigations for private development projects have indicated no near surface fault disturbance of alluvial materials



along the western portion of the Springville Fault Zone of the Camarillo and Bailey Faults near Calleguas Creek and Highway 101.

Available groundwater information and surface features such as the linear nature of the south margins of the Camarillo Hills and the low Camarillo "rise" south of the freeway between Lewis Road and Carmen Drive indicate that uplifting of the north side of the Springville and Camarillo Faults likely occurred during Pleistocene time. The last fault movements associated with this, however, could well have occurred less than 3 million years ago.

## **Resources Affected by the Hazard**

Comparison of Hazard Plate I with present land use areas within the City of Camarillo indicates that several schools, commercial and industrial areas, rest homes and other public and vital facilities areas and utility facilities are also within these zones. However, present information is not sufficiently detailed to conclude that any structures or facilities are definitely underlain by active faults.

The following resources inventoried for the City of Camarillo may be of significant concern in a time of disaster. These include schools, hospitals, city hall, police and fire stations, large meeting places, major utility lines and other significant land uses which may be needed in a time of disaster.



There are basically four fault zones which extend through various portions of Camarillo: Springville, Santa Rosa, Camarillo and Bailey fault zones. Las Posas, Las Colinas, and Camarillo Heights schools are within the Springville fault zone as is the school site in the Pardee development. Las Posas, Valley Lindo, Monte Vista, El Descanso, Los Nogales, Dos Caminos schools, and Saint John's Seminary and College are within the Santa Rosa fault zone. Camarillo High School is the only school in the Bailey fault zone.




Of areas which there could be large concentrations of people, only a portion of the Las Posas Plaza and all of the high school football stadium lie within the Santa Rosa and Bailey fault zones respectively.

Major gas, sewer and water lines on Pleasant Valley, Las Posas, Santa Rosa, Lewis, Rosewood, Ponderosa, Carmen and Mobil Street lie within the Bailey, Santa Rosa and Springville faults. Camarillo Airport lies within the Springville fault zone.

## **DEFINITION OF THE FAULT HAZARD ZONE**

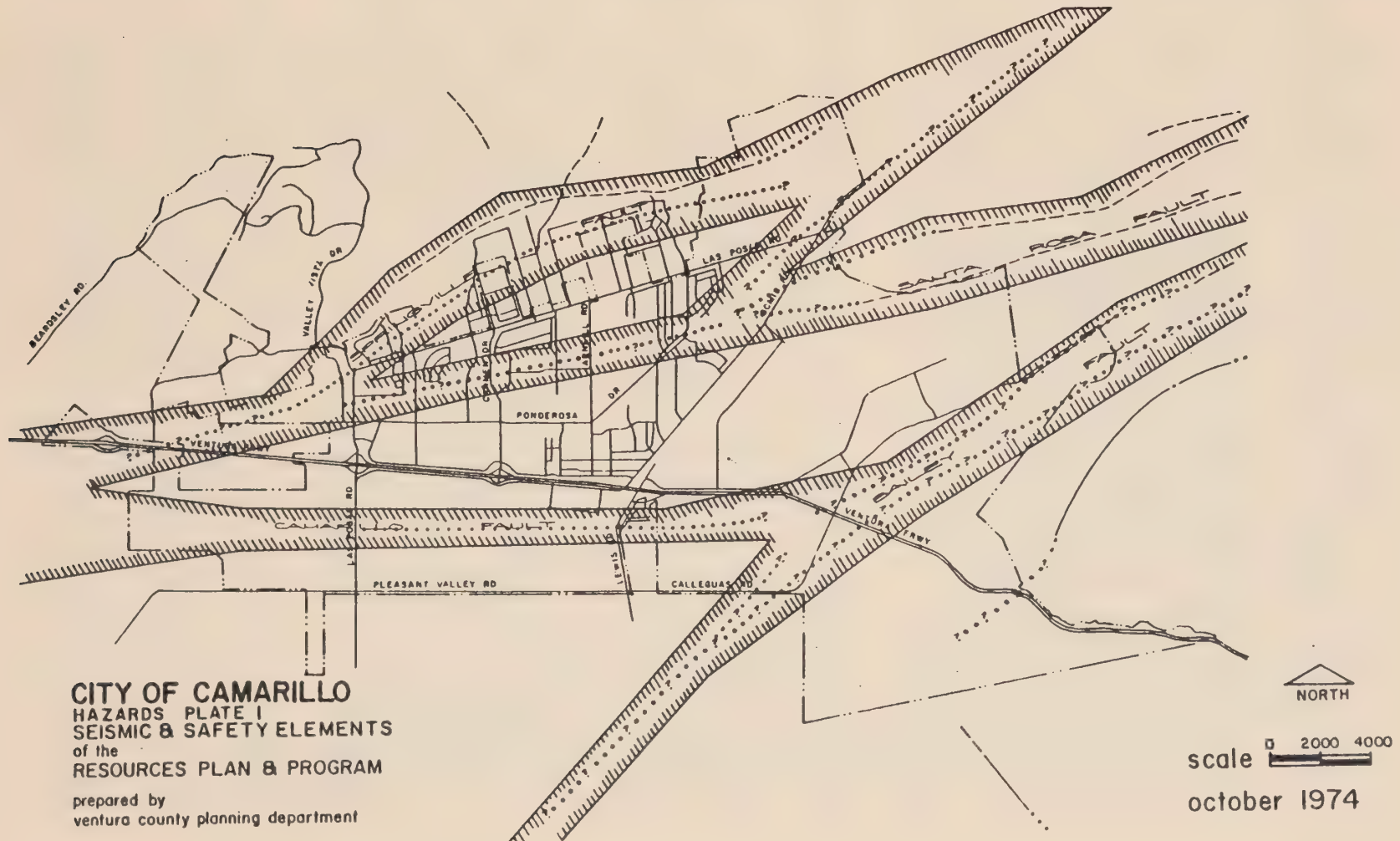
The fault hazard zones define a boundary where active or potentially active faults are believed to be located. These zones, based on available geologic data and the judgment of the County engineering geologist, are plotted on Hazard Plate I.

- FAULT HAZARD ZONES**
-  primary: zones which contain faults which have been active during historic or holocene time.
-  secondary: zones which may contain active or potentially active faults

- EARTH FAULT**
-  positively identified and accurately located.
-  relatively well identified and/or relatively accurately located
-  concealed; conjectural where queried. faults in areas of offshore submarine sediments are surmised to be concealed.

note: all faults not included in the primary or secondary fault hazard zones - presently considered inactive.

Source:  
calif. div. of mines and geology  
ventura co. dept. of public works





Faults shown on the Fault Hazard Area Map, but not included in either the Primary or Secondary Fault Hazard Areas are presently considered inactive.

The extent of Fault Hazard Zone boundaries are controlled by the traces of potentially active faults which are based on the best data available at the time the map was compiled. However, the faults shown on the maps were not field checked during the compilation of these maps. Because available fault data are highly varied in quality and the locations of some faults are known imprecisely, the zone boundaries have been positioned at a reasonable distance (about 660 feet or an eighth of a mile) from the trace of the nearest potentially active fault. However, zone boundaries generally are more or less than 660 feet away from mapped faults because of 1) curved or multiple fault traces, 2) of the need to keep the number of turning points to a reasonable minimum, or 3) the quality of the data dictates a narrower or wider zone.

In many places the zone boundaries have been tentatively extended beyond the mapped limits of faults, such as occurs westerly of Camarillo and westerly of Saticoy.

These zone extensions are considered necessary because, even though faults have not been mapped in these areas, it is considered likely that extensions of known faults or branches of faults do extend into these areas. Future investigation or studies would be required for confirmation of any fault extensions

The primary fault hazard zones designate areas which are believed to contain active faults. The secondary fault hazard zones include those faults for which less evidence is available concerning their potential for activity. More precise analysis requires further study. For the purpose of the Safety Element, all primary and secondary fault hazard zones designated on Plate I should be considered equivalent to those established by the State for other faults within and outside of the County. No degree of relative potential for future surface displacement or degree of hazard is implied for the faults shown.

A fault is defined as a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. Most faults are the result or repeated displacement which may have taken place suddenly and/or by slow creep. A fault zone is a zone related faults which commonly are braided and subparallel, but may be branching and divergent. It has significant width (with respect to the scale at which the fault is being considered, portrayed or investigated), ranging from a few feet to several miles.



## ILLUSTRATION 2

### geologic time scale - abbreviated

Geologic Age			Years before present (estimated)		
Era	Period	Epoch			
CENOZOIC	QUATERNARY	"Historic"	200	}	Faults defined as active by Policies & Criteria of the State Mining & Geology Board.
		HOLOCENE	11,000		
		PLEISTOCENE		}	Faults defined as potentially active for the purpose of delineating special studies zones.
	TERTIARY	PLIOCENE	2,000,000 3,000,000		
		pre-PLIOCENE	7,000,000 10,000,000		
pre-CENOZOIC time			65,000,000		Source: State Mining & Geology Board
Beginning of geologic time			4,600,000,000		

A fault trace is the line formed by the intersection of a fault and the earth's surface. It is the representation of a fault as depicted on a map.

Any fault considered to have been active during Quaternary time (last 3,000,000 years) - on the basis of evidence of surface displacement - is considered to be potentially active. An exception is a Quaternary fault which is determined, from direct evidence, to have become inactive before Holocene time (last 11,000 years). Such a fault is presumed to be essentially inactive and has been omitted from the map in most cases. Although faults shown on the map may have been active during any part of, or throughout, Quaternary time, evidence for the recency of displacement is incompletely preserved and often is equivocal. In contrast, the State Mining Geology Board, in their Policies and Criteria (adopted November 21, 1973), has defined any fault which has had surface displacement within Holocene time as "active and hence as constituting a potential hazard."

## USES AND LIMITATIONS OF THE HAZARD

The best use of the fault zones is to define those areas within the zone as areas where special studies would be required prior to building structures for human occupancy. Such a criteria may require a developer or builder to evaluate specific sites within the zone to determine if a potential hazard from any fault whether heretofore recognized or not, exists with regard to proposed structures and their occupants.

Such studies should be required both for Primary and Secondary Fault zones. The latter should be included since future studies of these secondary zones could result in the redesignation of some of these to primary fault zones.

Users of the map should be fully aware that the zones are delineated to define those areas within which special studies may be required prior to building structures for human occupancy.

Traces of potentially active faults are shown on the maps mainly to justify the locations of zone boundaries. These fault traces are plotted as accurately as the sources of data permit; yet the plots are not sufficiently accurate to be used as the basis for setback requirements.

Potentially active faults have been identified in a broad sense, although the evidence for the potential activity of some faults may be only weak or indirect.

The fault information shown on the map is not sufficient to meet the requirement for special studies. The onus is on the local government units to require the developer to evaluate specific sites within the special studies zones to determine if a



potential hazard from any fault, whether heretofore recognized or not, exists with regard to proposed structures and their occupants.

Secondary Fault Hazard Zone designate areas which may contain faults which should be considered potentially active. Future studies as well as experience could result in redesignation of some of these areas to Primary Fault Hazard Zones. Special studies, as required for Primary Fault Hazard Zones, should therefore continue to be required prior to approval of residential or other proposed permanent development within the Secondary Fault Hazard Zones.

Faults shown on the Fault Hazard Area map but not included in either the Primary or Secondary Fault Hazard Areas are presently considered inactive. In general, they are not considered to be associated with the major, regional, potentially active fault zone trends. Special studies should, however, continue to be made of such faults prior to approval of any individual residential or other permanent developments which may be proposed over or in the near vicinity of any known faults.

## **NATURE OF INFORMATION**

The geologic information relating to the location of faults and their potential for activity is based largely upon past regional geologic studies conducted by universities and petroleum geologists, as well as information compiled by the State Division of Mines and Geology and the County Department of Public Works. The most recent geologic information used was that covering the south half of the County which is contained in a report entitled "Geology and Mineral Resources Study of Southern Ventura County," Preliminary Report 14, 1973, prepared by the Division of Mines and Geology in cooperation with the County of Ventura Department of Public Works.

The City of Camarillo in 1987 adopted the Reconnaissance Geohazard Assessment prepared by Staal, Gardner, and Dume. This document evaluated geologic, geotechnical, and slope conditions within the city and assisted in the preparation of the hillside development ordinance. The report established guidelines for reviewing developments in regard to potential geohazards in Camarillo. The report was prepared using existing geohazard and soil investigation in Camarillo and includes maps of faults, slope areas, geologic formation, and land slides.

## **MANAGEMENT RESPONSIBILITY**

### **Warning**

Presently there is no way to prevent or accurately predict when an earthquake and surface displacement is apt to occur along a



given fault. The state-of-the art is such that at best only the recency of past activity can be determined along some faults.

In addition, in some cases, regional studies can indicate those systems of faults which may be potentially most active. In the southern California area, those faults which have general east-west trends or are associated with the northwesterly trending San Andreas fault are considered to be potentially the most active. There are indications that earthquake prediction will be possible in some areas of the United States in the near future. It is not known whether this will be one of those areas. However, there are serious social and economic problems with predicting earthquakes that must be evaluated before these predictions can be utilized, when they are perfected.

## **Alleviation**

Regulation of public and private land development within the City of Camarillo is administered by:

Department of Planning and Community Development  
Department of Engineering Services Engineering Services  
Ventura County Building and Safety Department  
City of Camarillo Planning Commission and City Council

Enforcement of the Uniform Building Code and city regulations and policies can be affected by the above agencies through requirement of review of proposed land use and evaluation of investigations and engineering studies for private development of public projects. Such reviews and evaluations can be performed by qualified geologic and soils engineering staff or by retention of consultants.

Effective control of the Fault Hazard can only be achieved through knowledge of the location and potential for activity of faults and implementation of development controls within the hazard zones.

Since alleviation of the hazard is largely accomplished through land use controls, the agencies, departments and legislative bodies making land use decisions have the primary responsibility for alleviating the hazard. The Planning Department can utilize available hazard information to avoid improper land uses. Decisions concerning adoption of these recommendations rest ultimately with the Planning Commission and City Council.

Alleviation of existing hazards can be effected by removal of structures located over, or strengthening structures in hazardous proximity to, potentially active faults. Determination of whether structures are hazardously located would require detailed investigation of geologic conditions and of the potential for activity along any faults found.

## **FINDINGS**

### **Probability of Occurance**

The level of the hazard from fault displacement within Camarillo is not completely known. Investigations for recent private developments along the Springville Fault indicate no near surface displacement of earth materials, perhaps indicating that this portion of the fault should be considered inactive. It is also possible that a more recently active portion of the fault may lie to the north or south of the sites investigated.

The potential for activity along the other faults in the area is unknown. The city requires that private developments in proximity to known or conjectured faults conduct studies to identify geotechnical hazards along with mitigation measures which reduce the hazards. These studies also assist in expanding the city's knowledge of geotechnical hazards. Additional information concerning the possible presence of any potentially active faults within the City is still needed to fully evaluate the level of the hazard.

### **Severity of the Hazard**

Although experience has shown that destruction of structures placed over faults along which sudden surface displacement occurs is nearly total, historically only on one occasion has surface displacement significantly affected development (San Fernando Earthquake of 1971). Although this hazard is considered real within Camarillo, the effect of the hazard is low compared to the likelihood of greater losses which could occur as a result of strong earthquake shaking.

### **Resources Affected**

Comparison of the city's geohazards maps with the present land use areas within Camarillo indicates that several schools, commercial and industrial areas, rest homes and other public and vital facilities are present within the hazard zone. However, present information is not sufficient to definitely conclude any structures are underlain by active faults.

### **Nature of Information**

Present information is not considered sufficiently accurate to warrant special investigation for most existing development. Consideration should be given, however, to the safety of vital or emergency facilities over or near known faults. As more detailed information on fault locations is provided, the City will undertake further evaluation of existing structures and facilities.



## Other Findings

Camarillo has utilized private engineering geologic and soils engineering review capability since November, 1972, on an as-needed basis. Since that time reports concerning seismic as well as geologic conditions have been reviewed by City staff prior to City approval of the projects.

Presently all new developments are reviewed in accordance with the city's Reconnaissance Geohazards Assessment to ensure that geologic hazards are not present.

## RECOMMENDATIONS

1. Consider all faults (whether zoned or not) shown on the city's Reconnaissance Geohazards Assessment maps as potentially hazardous unless detailed seismic-geologic investigation confirms the contrary.
2. Allow no buildings or other structures whose failure could result in damage to life and property to be placed over any fault lines unless detailed geologic seismic investigation proves that the fault is inactive (has not experienced displacement within about the last 11,000 years).
3. Encourage and participate in cooperative studies with adjoining cities, county, state and federal agencies.
4. Continue to adopt the most recent and current Uniform Building Code.
5. Land development reports and plans submitted be reviewed by qualified personnel registered and certified by the State.
6. Require geologic-seismic investigation for all major projects such as multi-story buildings, industrial installations, buildings of a semi-public or public nature, large commercial buildings, large utility and storage facilities, and major trunk lines proposed anywhere within the City.
7. Consider mitigating measures within the hazard zones such as modification of existing or proposed structures and facilities
8. Administration of Fault Hazard Zones.

In the interest of consistency and standardization, the Specific Criteria Section (Modified) of the Policies and Criteria of the State Mining and Geologic Board and the State Geologist's Explanation of the Special Studies Zones Maps (Modified) should be adopted for administration of these zones and are as follows:



- a. No structure for human occupancy shall be permitted to be placed across the track of an active fault. Furthermore, the area within fifty (50) feet of an active fault shall be assumed to be underlain by active branches of that fault unless and until proven otherwise by an appropriate geologic investigation and submission of a report by a geologist registered in the State of California. This 50-foot standard is intended to represent minimum criteria only for all structures. Certain essential or critical structures, such as high-rise buildings, hospitals and schools should be subject to more restrictive criteria at the discretion of the City Engineer.
- b. Application for all real estate developments and structures for human occupancy within fault hazard zones shall be accompanied by a geologic report prepared by a geologist registered in the State of California, and directed to the problems of potential surface fault displacement through the site unless studies are waived pursuant to Section 2623 (State Code).
- c. Requirements for geologic reports may be satisfied for a single 1- or 2-family residence if, in the judgment of technically qualified City personnel, sufficient information regarding the site is available from previous studies in the same area.
- d. Technically qualified personnel within or retained by city must evaluate the geologic and engineering reports required herein and advise the body having jurisdiction and authority.
- e. The City may establish policies and criteria which are more restrictive than those established herein. In particular, comprehensive geologic and engineering studies should be required for any "critical" or "essential" structure as previously defined whether or not it is located within a fault hazard zone.
- f. Those facilities which are not critical but which do have high occupancy potential such as theatres, churches, major markets, apartment complexes, and so forth, should not be planned within Primary Fault Hazard Zones. Those that may presently be in Primary Fault Hazard Zones should be replaced as soon as possible confirmed to be safely located.
- g. Unless entire Primary Fault Hazard Zones were to become open space, which may not be feasible, low density, well-built, timber construction homes are an acceptable planned use within the area. However, since any

construction in fault corridors presents some additional hazard to life, and certainly may result in considerable property loss, it would be best if these areas could be devoted to open space of some sort.

- h. Important facilities must be kept off areas where ground ruptures are located. When such facilities must be located in those areas, provisions must be made to accommodate the expected movement.
- i. Noncritical facilities should be kept off actual breaks but should be located adjacent to them if compensation is made in the construction for the fault movement.
- j. As used herein, the following definitions apply:
  - (1) A "structure for human occupancy" is one that is regularly occupied by humans.
  - (2) An engineering geologist certified in the State of California is deemed to be technically qualified to evaluate geologic reports to be used in the design of civil works.
  - (3) Any engineer registered in the State of California in the appropriate specialty is deemed to be technically qualified to evaluate engineering reports in that specialty.

## **EARTHQUAKES & GROUND SHAKING**

### **General Discussion**

By far the greatest damage done by an earthquake is caused by the ground shaking, not the fault displacement. This section, therefore, is the companion section to the fault displacement hazard section. One of the very serious side effects of ground shaking is liquefaction; it is also covered as a separate hazard.

The probability of an earthquake is determined by a number of factors but basically by the location of active faults to an area and the tensional and compressional forces exerted against these faults.

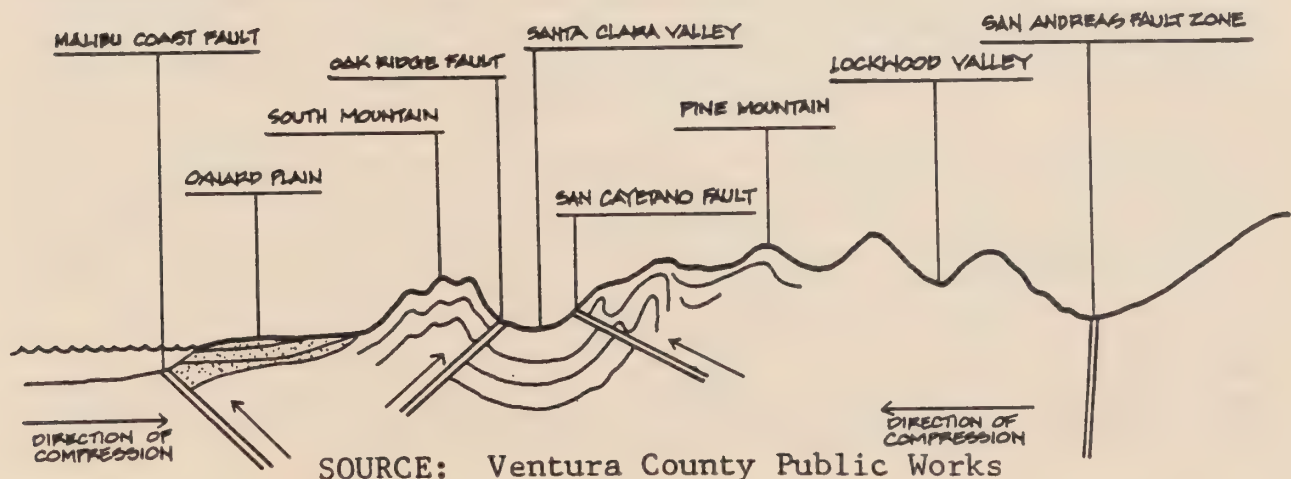
California is interlaced with hundreds of active faults. The most important system is the San Andreas Fault which extends from south of Los Angeles to north of San Francisco. The main branch of this fault runs through the extreme northeast corner of Ventura County. this fault has been responsible for at least two major earthquakes; the San Francisco earthquake of 1906 and the Fort Tejon earthquake of 1857. The Earthquake of 1857 is reported to have caused severe shaking in the then undeveloped southern portion of Ventura County.



In addition to the forces causing horizontal movement, such as that predominant along the San Andreas Fault, Ventura County and portions of adjacent areas are subject to compressional forces acting in north-south directions. These latter forces tend to compress or try to shorten the distance from the San Andreas Fault south to the coast. The San Fernando Earthquake of 1971, resulting in the thrusting of the southern margin of the San Gabriel Mountains several feet southward over the north margin of the San Fernando Valley, was caused by these compressional forces. Several faults in Ventura County have been formed by and are related to these same forces (See Illustration 3). These fault systems are described in the Fault Displacement Hazard section.

When an earthquake occurs, the break along the fault plane begins in a small area and rapidly propagates out along the fault planes. The point of first release of stress located below the earth's surface on the fault plane is called the earthquake focus. the point at the earth's surface vertically above the focus is the epicenter.

### ILLUSTRATION 3



A simplified north-south cross section showing the relationship of thrust faulting to presently active compressional forces.

When a fault breaks, all of the accumulated strain energy is released as seismic waves. These waves travel outward in all directions from the earthquake focus. Each of these waves has different types and directions of movement. Each can affect buildings slightly differently depending on many diverse variables. The combined effect of these waves makes up the ground shaking component of an earthquake.



In general, research of many past earthquakes indicates that the intensity of ground shaking at any given location during an earthquake is a function of several factors including:

1. Magnitude of the earthquake
2. Distance from the center
3. Depth at which the earthquake was generated
4. Type of ground motion
5. Geologic structures
6. Type of ground

Of these, the only variable which can be assessed very accurately in advance is the type of ground. Determination of ground response (ground wave motion) can be estimated based largely upon existing earthquake records, though only for a predicted location and magnitude of an earthquake.

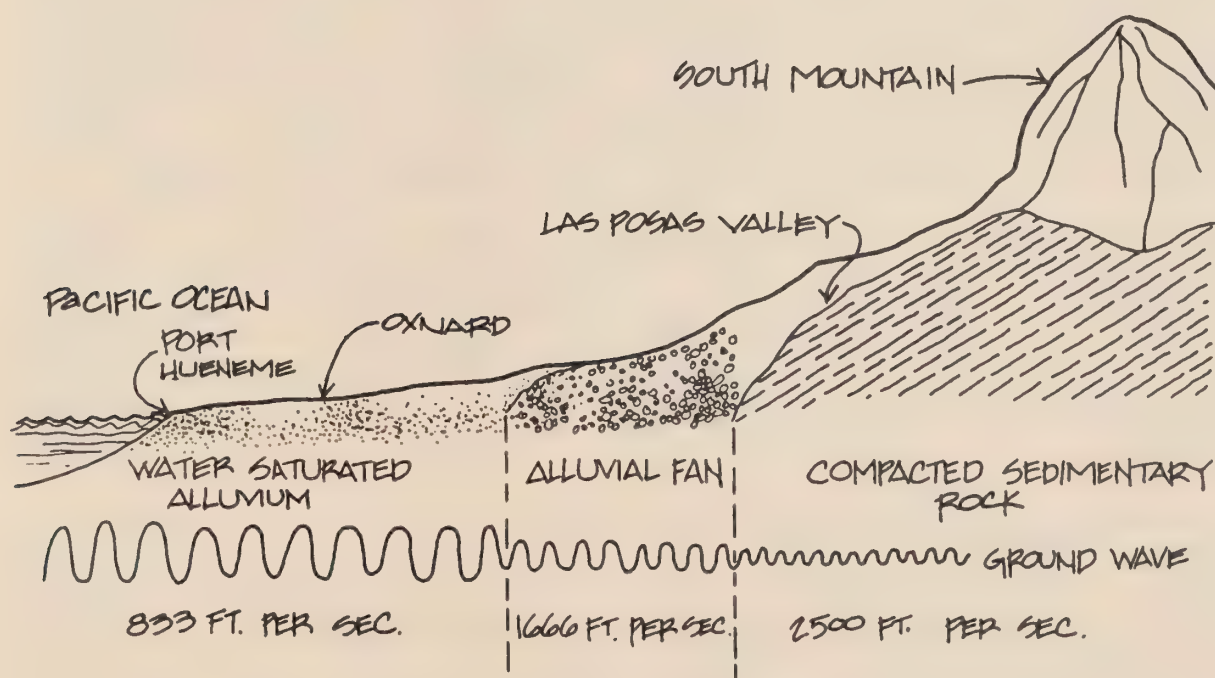
The intensity of ground shaking during an earthquake depends in large part on geologic foundation conditions, i.e., thickness and physical properties of the materials comprising the upper several hundred feet beneath the area. In general, the greatest amplitudes and longest durations of ground shaking usually occur on thick, water-saturated, unconsolidated alluvial sediments. Ground motion studies in San Francisco generated by underground nuclear explosions in Nevada indicated that the peak ground motion velocities were as much as 10 times larger on soils adjacent to the bay than on nearby bedrock.

Illustration 4 is a diagram of the area from South Mountain near Fillmore to Port Hueneme which shows the slowing down of the ground wave as it passes from consolidated sedimentary rocks on South Mountain to the alluvial fan materials of the Las Posas Valley along with a corresponding increase in wave amplitude. An increase in wave amplitude generally means an increase in intensity of ground shaking. There is even a more marked decrease in speed and increase in amplitude between the alluvial fan materials of the Las Posas Valley and the water-saturated sediments of the Oxnard Plain.

Measurement of the radiated energy released by an earthquake was originally proposed by C. F. Richter in 1932 and utilizes a system of tables and charts to deduce from seismological instruments a method of measuring the magnitude of an earthquake. The magnitude assigns a number to the calculated energy release, this system can rank earthquakes and compare them one to the other. By this method, an earthquake is rated independently of the place of observation.

The magnitude is the logarithm (Base 10) of the maximum amplitude of a seismogram referred to a distance of 100 kilometers (62 miles) from the epicenter. Under this system, an increase of one unit in magnitude is equal to 32 times the next lower degree of energy release. Thus an earthquake of magnitude 7 represents about 32 times as much energy release as one of magnitude 6; magnitude 8 represents 32 times the energy of magnitude 7 and, therefore, about  $(32 \times 32)$  1,000 times the energy of magnitude 6.

## ILLUSTRATION 4



### Changes In Ground Wave Speed

An important factor affecting the degree of damage to structures during an earthquake is the frequency characteristics of ground motion as related to the fundamental periods of vibration of the structure.

For sites such as the plain area which are underlain by deep deposits of unconsolidated alluvium, the peak values of the acceleration response spectra tend to occur at high values of the fundamental period, resulting in high (damaging) accelerations



being induced in flexible structures such as multi-story buildings. The reverse is true of the area underlain by firm bedrock, i.e., the high accelerations would be induced in rigid structures such as reinforced buildings of only a few stories in height.

When the building and the ground approach the same vibration period, the greatest damage is likely to occur. The predominant vibration period of a building can be related in a very general way with its height or number of stories. Taller buildings have a longer predominant vibration period (2 or more seconds). Therefore, they are subject to greater damage where they occur on ground with a longer predominant vibration period (thick, water-saturated sediments). Conversely, 1- or 2-story buildings with short predominant vibration period on firmer ground may be in trouble. Other factors which contribute to damage potential, such as magnitude, distance, frequency and duration of a particular earthquake, influence the predominant vibration period. For the Ventura County area, unfortunately, none of the factors are predictable with any great degree of confidence.

Intense ground shaking in areas of unconsolidated, water-bearing sediments (alluvium) or wet soils could also result in soil liquefaction, ground rupture, lurching, slumping and lateral movement of nearly level areas and landsliding. The greatest hazard of ground failure in hillside areas is in the form of landsliding and other slope failures. Seismic shaking can renew movement of old landslides as well as result in formation of new slides.

Many of the existing landslide features may have been triggered by past earthquake shaking. The combination of a relatively weak bedrock, deep weathering, steep slopes and inclined bedding combine to make many areas highly susceptible to landslide failure during seismic shaking.

The following are excerpts from a manuscript in preparation by D. R. Nichols, U. S. Geological Survey.

Ground Failure - Earth materials in a natural condition tend to reach equilibrium over a long period of time. In geologically active areas such as California and Alaska there are many regions where earth materials have not yet reached a natural state of stability. For example, most of the valleys and bay margins are underlain by recent loose materials that have not been compacted and hardened by long-term natural processes. Landslides are common on most of the hills and mountains as loose material moves downslope. In addition, many activities of man tend to make the earth materials less stable and hence to increase the chance of ground failure. Some of the natural causes of instability are earthquakes, weak materials, stream and coastal erosion and heavy rainfall. Human activities that contribute to instability include oversteepening of slopes by undercutting them or



overloading them with artificial fill, extensive irrigation, poor drainage or even groundwater withdrawal and removal of stabilizing vegetation. These causes of failure, which normally produce landslides and differential settlement, are augmented during earthquakes by strong ground motions that result in rapid changes in the state of earth materials. It is these changes, by means of liquefaction and loss of strength in fine-grained materials, that result in so many landslides during earthquakes as well as differential settlement, subsidence, ground cracking, ground lurching, and a variety of transient and permanent changes in the ground surface.

Mechanisms of Failure - Liquefaction is a common mechanism causing many types of ground failure. It occurs when strength of saturated, loose, granular materials (silt, sand or gravel) is drastically reduced, such as may occur during an earthquake. The earthquake-induced deformation transforms a stable granular material into a fluidlike state in which the solid particles are virtually in suspension similar to quicksand. The result, where the liquified materials are in a broad buried layer, may be likened to the action of all bearings in reducing friction in the movement of material past another. The Juvenile Hall Landslide during the 1971 San Fernando earthquake resulted from liquefaction of a shallow sand layer and involved an area almost a mile long and a failure surface that had a slope of only 2 1/2% (Youd, 1971, P. 107, 108). Where the liquified granular layer is thick and occurs at the surface, structures may gradually sink downward. The tilting and sinking of buildings during the Niigata earthquake illustrate this phenomenon.

## **GENERAL EFFECTS OF THE HAZARD**

### **Primary Effects**

Damage to structures during ground shaking can range from minor cracking of plaster to total collapse and/or overturning. No structure can be assured to be designed and constructed to withstand damage from a strong earthquake. Some damage, whether it be to the structure or its contents, can be anticipated.

Ground shaking could cause severe damage to most utilities including pipelines, power lines, generating and convertor facilities, roads and bridges, if such structures were not constructed to withstand the shaking. Ground surfaces could rupture, crack and subside up to several feet in areas of unconsolidated alluvium resulting in damage to structures located in these areas.

### **Secondary Effects**

As a result of severe shaking and structural failures there are other secondary effects possible. Such effects include:

1. Cost of rehabilitation.
2. Disruption of utilities and services for a substantial length of time.
3. Seiches ("sloshing" waves in reservoirs, pools, etc.).
4. Liquefaction.
5. Possible sympathetic movement of other faults
6. Temporary and long-term psychological effects.
7. Adverse effect on the quality of water in groundwater aquifers.

## **GENERAL INVENTORY**

### **Location of the Hazard**

The hazard exists throughout Ventura County and may significantly increase, wherever there is ground material that could significantly amplify the ground waves of an earthquake and produce high-intensity ground shaking. Every place in the surrounding area would be shaken by an earthquake, the area affected would generally be determined by the magnitude of the earthquake. Those areas that might be shaken more than others are in the hazard zones (shown on Hazard Plate II).

The highest amplification of ground shaking occurs in areas where the long period wave shaking is greatest, designated as Area A on Hazard Plate II.

Basically, this is the Oxnard Plain and the Santa Clara River in the south half of the County and in Lockwood, Cuyama, and Cuddy Valleys in the north half. Areas that could experience some amplification of long-period shaking generally surround these areas and extend up the canyons of the major rivers and creeks.

The areas with the greatest amplification of short-period shaking are along the base of the hills and in minor river valleys and in the broken bedrock along fault lines such as the San Cayetano and Simi-Santa Rosa Faults. Slight to moderate amplification of short-period oscillations may occur on terrace deposits of soft bedrock, which has a thin soil covering. These materials are found in young hill areas such as South Mountain, Oak Ridge, Sulphur Mountain, and the north coastal hill lands and the Piru area in the south half of the County. In the north half these are along the margins of the valley areas such as Hungry and Lockwood Valleys and hill lands north of Cuyama.



# HISTORY OF THE HAZARD

## Southern Ventura County

The history of strong earthquakes provides an indication of what will probably occur in the future, however, the record does not provide a statistically sound basis for prediction. It is probable that earthquakes of magnitude 6 and larger will occur in the future within the south half of the county area or in the nearby offshore areas, and it would be consistent with past experience if several such shocks occurred in the next century. Surface displacement associated with the earthquake is also possible.

The following is a portion of the summary of faulting and seismicity of the southern county area taken from the "Geology and Mineral Resources Study of Southern Ventura County" (1972) prepared by the State Division of Mines and Geology in cooperation with the Ventura County Department of Public Works:

"The earthquake history of Ventura County, particularly of the more populous southern part, is dominated by small to moderate shocks. Many of these shocks have been severe in their local, epicentral areas, but regionally have caused only light damage. No earthquake greater than magnitude 4.7 has been recorded in the Ventura County, or the immediate offshore area, since 1934 when adequate instrumental records became available. These relatively minor shocks have caused local damage but no recorded loss of life. A review of the earlier less accurate record from 1769 to 1934 suggests a similar history for the southern County region. More serious than effects from local shocks have been the effects from relatively numerous moderate to large earthquakes whose epicenters are located outside of southern Ventura County. These shocks have caused considerable damage but no recorded loss of life.

"Several larger, historic earthquakes are especially important to the evaluation of future seismic risk in southern Ventura County. On December 21, 1812, an earthquake, probably located offshore south of Santa Barbara, damaged missions from Purisima Concepcion, near Lompoc, to San Fernando on the south. The tower of the San Buenaventura Mission was wrecked and much of the facade had to be rebuilt. This earthquake was accompanied by seismic sea waves which had reported runup heights of 30 to 50 feet between Santa Barbara and Gaviota and 15 feet or more at Ventura (Wood and Heck, 1966). Such waves today would do considerable damage to many parts of the now heavily settled coastal areas of Ventura County.

"On January 9, 1857, the great Fort Tejon earthquake, with its epicenter probably on the San Andreas fault, close to the



northeast corner of Ventura County, caused significant damage in the southern part of the County.

"The roof of the Mission Church at San Buenaventura fell in (Townley and Allen, 1939). Six miles from the south of the Santa Clara River the bed of the river was severely cracked. Wood (1955, p. 63) quoted a report describing the cracks as 'being six or eight inches across and extending in a direction SE and NW.' Quoting further, he said that 'on either side of the cracks lay a ridge of wet sand.' These cracks were probably due to lurching and liquefaction in the saturated alluvium of this area.

"Wood continued, noting: 'These appearances were visible as far as I could see up and down the bed of the river. Near the mouth of the river the cracks were longer and wider. Persons residing within a mile of the entrance say that the water was thrown out from the cracks as high as six feet, and that large blocks of earth sank several feet below the former level, and there remain.'

"A second important earthquake is the June 6, 1925 shock of magnitude 6.3, which destroyed the business section of Santa Barbara and caused some damage in Ventura. An offshore shock on June 30, 1941, magnitude 5.9, cracked some walls and plaster, broke windows and dishes and damaged considerable shelf stock in some stores in Ventura.

"The intensity of shaking reported in much of Ventura County from the February 9, 1971, San Fernando earthquake was sufficient to cause minor damage and to cause breakage of some goods thrown from store shelves. In Santa Susana, some older buildings were severely damaged, with at least one or two razed. At least a few rockfalls and one small bedrock landslide occurred north of Simi Valley in the Tapo Canyon area, just south of the Santa Susana fault.

"Small displacement occurred on this fault during the earthquake in the northwestern Sylmar area. The fault extends west, where it joins the Oak Ridge fault and possibly the San Cayetano fault in the Piru-Oak Ridge area.

"The question, 'which faults of southern Ventura County are active or potentially active?' has not been answered fully. The Red Mountain and San Cayetano thrust fault zones, which together nearly span the County (See Hazard Plate I), should be considered active. Holocene and Pleistocene sediments are displaced, and aerial photos show many ground surface lineaments and other phenomena which may reflect Holocene or later Quaternary faulting, and should be investigated. One alignment near the base of the Ventura Foothills, roughly corresponds to a fault shown in cross section by Ogle (1969), who correlates it with the offshore, Pitas Point fault.





"Several reverse faults, which apparently act as barriers to ground water in the alluvial areas, were also probably active during the late Quaternary, as described by California Water Resources Board (1953). These include the Springville fault at the western Simi Valley area, and the western Oak Ridge (Saticoy) fault in the Oxnard Plain area. The Camarillo fault may not act as a ground water barrier, but California Water Resources Board (1953, p.B34) stated that the fault may have offset alluvium.

"A problem equally as serious is identifying the geologic units as to their seismic response characteristics. Richter (1959, p. 143) stated that much of the alluviated area of the Santa Clara Valley and the Ventura basin should expect shaking sufficient to cause considerable damage in specifically designed buildings and great damage to normally substantial buildings.

"In the eastern part of the Ventura basin, this was demonstrated during the San Fernando earthquake. The expected damage to areas where ground water is within 15 feet of the surface could be even greater, but would be relatively less in areas underlain by older alluvium and even less on more indurated or cemented Tertiary rocks. Older landslides may be reactivated or new landslides may originate in some areas of Tertiary rocks of the County during an earthquake. Especially landslide prone is the Pico Formation, and to a lesser extent, the Modelo/Monterey and Rincon Formations."

It is impossible, based upon the meager available information and experience with earthquake activity in California, to accurately predict the degree of shaking which could result from a great earthquake such as those of the not so distant past which affected the region. However, it is not unreasonable to expect bedrock accelerations of over 1.0g (or equivalent to the acceleration of gravity) and over 45 seconds of maximum shaking duration. The degree of shaking would, of course, be much greater resulting in higher accelerations, in areas underlain by alluvium or valley sediments. Peak bedrock accelerations in the range of 0.5g to 1.0g were recorded during the relatively small San Fernando Earthquake of 1971.

## **DEFINITION OF HAZARD ZONE**

The ground shaking hazard zones as indicated on Hazard Plate II (Southern Ventura County and Northern Ventura County) are based on the concept that ground shaking is partly determined by the thickness of the alluvium or unconsolidated material overlying relatively firm bedrock or consolidated earth material and the depth to the ground water table. The zones identified are as follows.

Zone A Areas underlain by alluvium more than about 50 to 100 feet in thickness and with groundwater levels at about 15 feet or



less below ground surfaces. These areas could experience the greatest amplification of long period ground vibrations. Therefore, buildings such as high-rise structures which have long natural vibration periods could be more susceptible to damage in this zone.

Zone B (So. County only) Areas underlain by alluvium more than about 50 to 100 feet in thickness and with groundwater levels more than 15 feet below the ground surface. These areas could experience moderate amplification of long period ground vibration. Therefore, high rise structures which have long natural vibration periods could be more susceptible to damage in this zone but less susceptible than in Zone A.

Zone C (So. County only) Areas underlain by broken bedrock adjacent to faults or where ground alluvium less than about 50 feet in thickness. These areas could experience the greatest amplification of short period ground vibration. Therefore, low rise buildings which have short natural vibration periods could be more susceptible to damage in this zone.

Zone D Areas underlain by soft sedimentary bedrock or Terrace Deposits with some soil cover (generally thicker on lower slopes). These areas may not experience as severe shaking as the other zones, but more than Zone E because of softer materials and relatively thin soil cover. Amplification of short period ground vibration could be slight to moderate. Therefore, low rise structures of short natural vibration periods could be somewhat more susceptible to damage.

Zone E Areas underlain by hard bedrock with little or no soil cover. These areas may not experience as severe shaking as the other zones because the thin or lack of unconsolidated cover (soil) or significant free groundwater will not allow amplification of shaking.

## **Local Discussion**

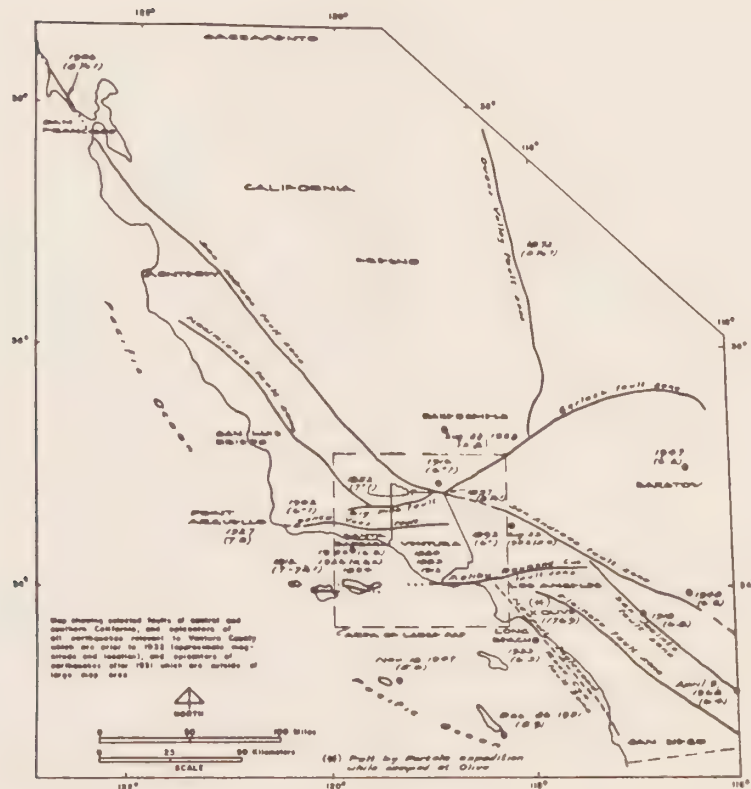
### **Local Inventory Hazard**

The Camarillo area is underlain primarily by alluvial materials ranging from clay silt to sand of varying density and depth. The City's Reconnaissance Geohazards Assessment indicates that slope and non-slope areas of Camarillo are underlain with faults. The Assessment recommends that a local and regional seismic evaluation be made of new developments. In addition, past studies have indicated that during regional, strong earthquake shaking that:

1. Low rise buildings which have short natural vibration periods could be more susceptible to damage in the city center area, and







EXPLANATION  
(for large map)

FAULTS

- A. ONSHORE (Compiled from Jennings and Strand, 1959; Weber and others, 1973 and present study (plates 3-5 here) - Ventura County only)
- Positively identified and accurately located
  - Relatively positively identified and approximately located
  - Concealed
- B. OFFSHORE (Compiled mostly from Ziem and others, 1974)

EPICENTERS (a)

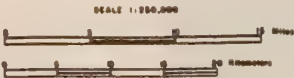
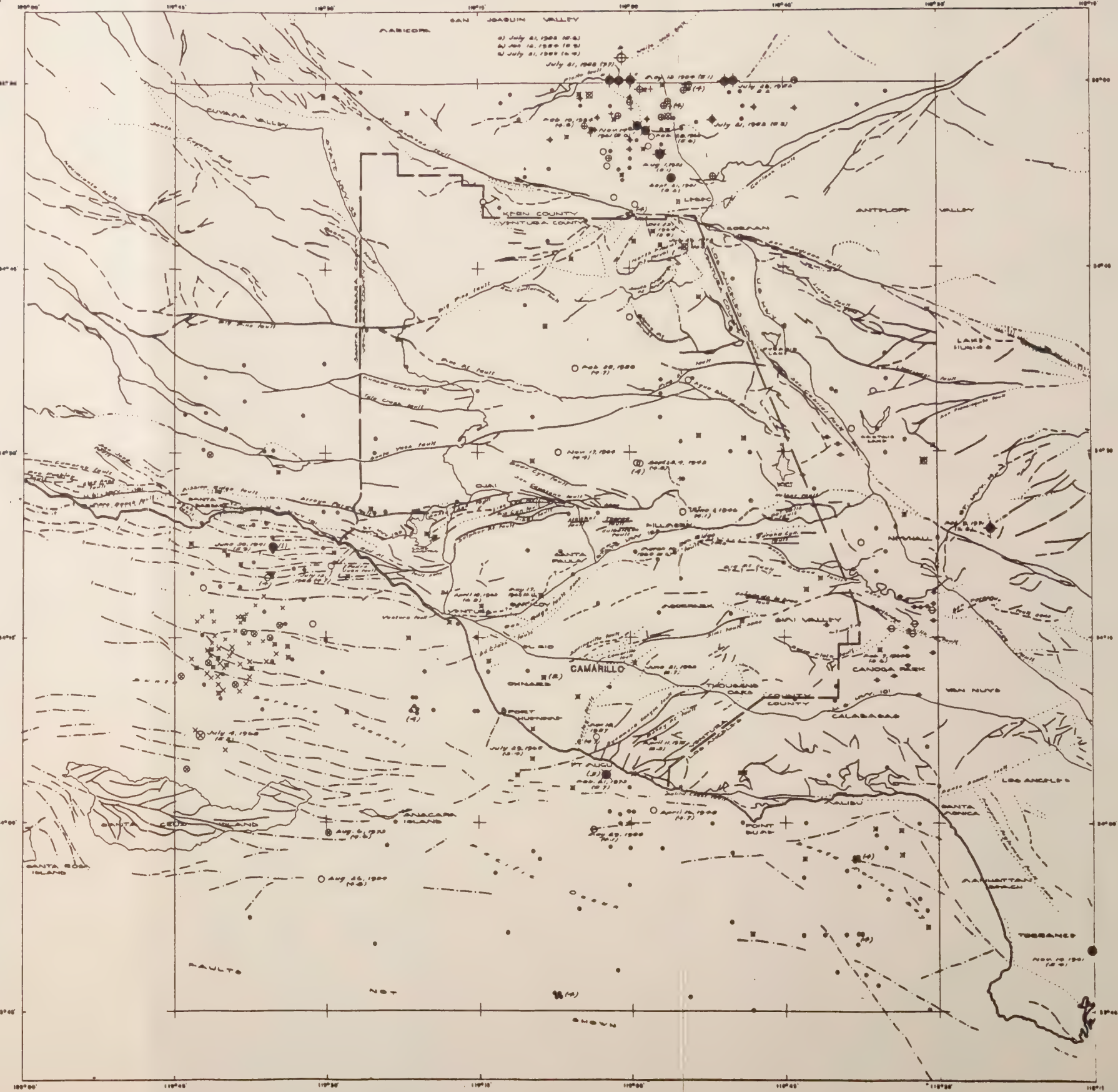
Richter Magnitude	General Symbol (b)		SYMBOLS			
	1932-June 1961	July 1961-May 1, 1975	Arcia-Tehachapi earthquakes of July 21, 1952 and aftershocks: July 21, 1952 - July 27, 1953; July 27, 1953 - July 22, 1955	Santa Barbara Channel earthquakes: June 28 to Aug 3, 1968	San Fernando earthquake of Feb. 9, 1971 and aftershocks to Aug 9, 1971	
3-4	•	•	+	+	+	•
4-5	○	◻	⊙	⊙	⊙	⊙
5+	●	■	⊛	⊛	⊛	⊛

- (a) Compiled mostly from Hittman and others (1973); Seismological Laboratory, California Institute of Technology; also from R. S. Shorburne, California Division of Mines and Geology (1978); and U. S. Geological Survey
- (b) Earlier locations are less accurate; from July 1961 epicenters are located by Hittman and others to nearest 0.1 degree (See Hittman and others, p. 1-2, 12-13)

MAP

- All epicenters of Magnitude 3 or above are compiled within inner area, and those of Magnitude 3 and above within outer area
- (1) Location for June 28, 1961 includes generally 68 aftershocks of Magnitude 3 and above
- (2) Magnitude 5.9
- (3) Aftershocks locations not included
- (4) Epicenters of same coordinates are clustered, in order to show total number of that location

Effect of each dated earthquake in Ventura County is given in table at last of this report



FAULTS AND EPICENTERS OF  
VENTURA COUNTY REGION  
CALIFORNIA

COMPILED BY CALIFORNIA DIVISION OF MINES AND GEOLOGY, 1974-75  
Drafted by Jan Colston  
COUNTY OF VENTURA  
ENVIRONMENTAL RESOURCE AGENCY  
PLANNING DIVISION





2. High rise structures which have long natural vibration periods could be more susceptible to damage in the middle and central portion of the city.

## **Resources Affected by the Hazard**

According to the Reconnaissance Geohazards Assessment Maps, the central portion of Camarillo is subject to seismic activity. Located within this area are six schools, Pleasant Valley Hospital, portions of the Ventura Freeway and Southern Pacific Railroad tracks. Also located in the city center area are residential developments at the foot of the Camarillo hills. The older portions of the City, along the Ventura Freeway, including the Ponderosa Shopping center, City Hall, several schools and a convalescent hospital are also in this area.

On the basis of present information, however, it cannot be concluded that any of the structures or facilities are unsafe. It is probable, however, the investigation of many critical or vital structures would show that the degree of structural resistance to shaking may be less than desirable.

## **MANAGEMENT RESPONSIBILITY**

### **Investigation**

Individual site investigation to provide detailed estimates of ground shaking sufficient for design purposes would include determination and analysis of the following information:

1. Depth and character of earth materials.
2. Presence and depth to groundwater.
3. Depth to and character of bedrock.
4. Evaluation of past earthquake records.
5. Estimate of the most likely earthquake to occur within the life of the proposed structure based upon existing earthquake records and evaluation of the potential activity of nearby as well as distant faults.
6. Evaluation of applicability of ground response records from other earthquakes and modification of them as necessary to suit the site in question or determination of ground response by computer methods.

## **Warning**

There is no way to prevent or predict to any degree of accuracy earthquakes or severity or kind of ground shaking during earthquakes at the present.

Although it may be that developing technology will enable earthquakes to be predicted in the not too distant future, the potential availability of such information may have undesirable side effects, such as drastic and sudden effects on land values, insurance rates, business and disruptive impacts caused by the possible large, rapid migrations of the populace out of affected areas.

## **Alleviation**

Alleviation of existing hazards can be effected by replacement or strengthening of structures which may not be designed to resist strong ground shaking or modification of land uses as hazardous structures are removed. Determination of whether structures are hazardous would require detailed geologic-seismic and soils engineering investigation of seismic and foundation conditions and structural engineering evaluation of the particular structure.

## **FINDINGS**

### **Probability of Occurance**

Available geologic information indicates that the potential for the occurrence of strong ground shaking over much of the county, as a result of an earthquake along one of the major faults, is high when compared to the statewide potential. Exactly where, when and how strong the next earthquake will be, however, cannot be determined.

### **Severity of the Hazard**

In the event of a strong earthquake (6.0 to 7.5 magnitude) originating in the southern county area or a major earthquake (8.0+ magnitude) along the San Andreas Fault, damage to many existing structures could be severe and some loss of life could occur.

Since the city is located largely in Zones B and C, these areas could experience moderate amplification of long period ground vibration and greatest amplification of short period ground vibration and therefore, low rise buildings which have short natural vibration periods could be more susceptible to damage in this zone. This based on the depth of alluvium and broken bedrock underlying the area.



## **Resources Affected**

The greater portion of residential Camarillo is located within Zone B, including several schools and a hospital. In the center of this area is located an area defined as Zone C in which the central city is located. Zone C also includes residences at the foot of the Camarillo hills.

## **Nature of Information**

The conclusions provided by this study are based primarily upon historic experience as well as the considerable scientific research which has been reported, much of the information has been required since the occurrence of the 1971 San Fernando Earthquake.






The hazard boundaries as well as ground responses indicated by the Geohazards Map are at best conjectural. The information is only illustrative of the wide range of ground shaking that can be anticipated over relatively short distances based upon the type and depth of earth materials and presence of groundwater. Other factors which must be evaluated in determination of potential ground response include density of earth material, location, magnitude and depth of the earthquake, type of bedrock and type of faulting causing the earthquake. Determination of these factors, and only within certain limits, requires detailed investigation of an individual site.

The City's recent adoption of the Reconnaissance Geohazards Assessment expanded the City's knowledge of geologic hazards in Camarillo. The zone boundaries shown on the Geohazards Map must be considered approximate and subject to change as more detailed information becomes available.

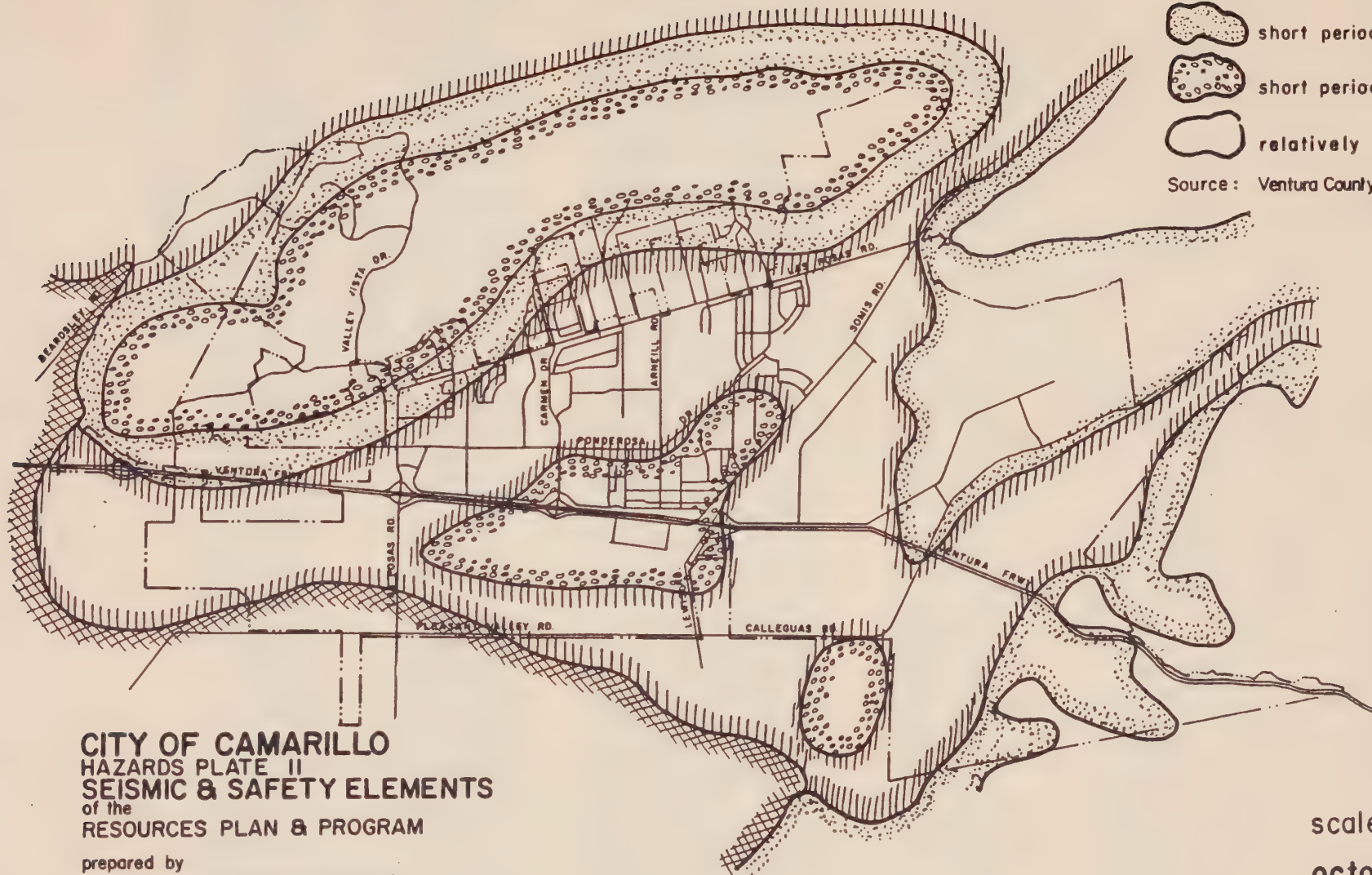
## **RECOMMENDATIONS**

1. Encourage continued regional studies by qualified Federal and State agencies such as the U. S. Geological Survey and the State Division of Mines and Geology or private research firms in order to more accurately determine areas of potential hazardous ground shaking.
2. Encourage and participate in cooperative studies with adjoining cities and County of Ventura.
3. Continue to adopt the most recent Uniform Building Code.
4. Land development and reports and plans submitted be reviewed by qualified personnel registered and certified by the State.
5. Require geologic-seismic investigation for all major projects such as multi-story buildings, industrial

potential amplification of groundshaking

-  long period — greatest
-  long period — slight to moderate
-  short period — greatest
-  short period — slight to moderate
-  relatively low

Source: Ventura County Dept. of Public Works



**CITY OF CAMARILLO**  
**HAZARDS PLATE II**  
**SEISMIC & SAFETY ELEMENTS**  
 of the  
**RESOURCES PLAN & PROGRAM**

prepared by  
 ventura county planning department

scale 0 2000 4000

october 1974



installations, buildings of a semi-public or public nature, large commercial buildings, large utility and storage facilities, and major trunk lines proposed anywhere within the City.

6. Encourage structural evaluation of all existing public buildings and buildings used for public assembly, to ensure conformance to current Uniform Building Code requirements in regard to resistance to ground shaking.
7. Require the design of buildings, major utility facilities and other facilities, which need to remain operable after an earthquake, be built to resist strong ground shaking forces.
8. Encourage the installation of auxiliary equipment, facilities and machinery which must remain operable after an earthquake to resist ground shaking effects.
9. Evaluate disaster plan demands and potential effectiveness in terms of various earthquake intensities. Create County-wide systematic review by emergency Preparedness Organizations and Police Departments on contingency disaster plans and programs.
10. Evaluate existing major public utility systems in terms of susceptibility and acceptable risk of ground shaking.

## **FLOODING**

### **General Discussion**

A flood may be defined as a "temporary rise in stream flow or stage that results in water overtopping its banks and inundating areas adjacent to the channel." (Kusler, p. 54). The area subject to inundation is generally referred to as the flood plain.

The size and frequency of occurrence of a flood in a particular channel depends on a complex combination of conditions, including the amount, intensity and distribution of rainfall, previous moisture condition and drainage patterns.

The magnitude of a flood is measured in terms of its peak discharge, which is the maximum volume of water (in cubic feet per second) passing a point along a channel. However, floods are usually referred to in terms of their frequency of occurrence, which is related to discharge; for example, the 100-year flood for a particular channel is the size flood which has a probability of being equaled or exceeded once in 100 years. The magnitude of the flood selected by a governmental agency for planning purpose (usually 50-year or 100-year) is referred to as the selected or regulatory flood.



Flooding is a natural occurrence, with some long range beneficial aspects such as replenishment of sand to beaches and of nutrients to agricultural lands. It is a hazard only because people find flood plains a desirable place to live and use. Man's encroachment of flood plains can also increase the hazard; structures may obstruct the flood flow, thus increasing flood heights, and the covering of the ground with impervious surfaces (e.g. pavement) increases the rate and quantity of runoff.

## **GENERAL EFFECTS OF THE HAZARD**

The primary effect of flooding is the threat to life and property. People and animals may drown; structures and their contents may be washed away or destroyed; roads, bridges, and railroad tracks may be washed out; and crops may be destroyed.

Much of the property damage from floods is caused by the severe erosion which results from fast-moving flood waters. Serious damage can also be caused by the floating debris and sediment carried by flood waters. Floating debris (including parts of buildings, trees, etc.) can obstruct the flood flow, resulting in increased flood heights and overflow areas. Debris can also damage structures and bridges, and can damage or plug flood control channels. Mineral and organic debris and sediment deposited on the land as the flood waters recede create a huge cleanup problem and health hazard and can destroy crops and croplands.

Floods may also create health hazards due to the discharge of raw sewage from damaged septic tank leach fields, sewer lines, and sewage treatment plants and due to flammable, explosive, or toxic materials carried off by flood waters. In addition, vital public services may be disrupted.

A major secondary effect of flooding is the cost to local and national taxpayers. Evacuation, relief and flood-fighting services, cleanup operations, and the repair of damaged public facilities are all paid for by the public. Taxpayers must also bear a share of the cost of federal loans for reconstruction of private property and of damage claims under federally subsidized flood insurance. Another large expense arises from the construction and maintenance of flood control facilities to protect development from future floods.

## **GENERAL INVENTORY OF THE HAZARD**

The largest and most damaging recorded natural floods in the Calleguas Creek, Santa Clara, and Ventura watersheds occurred in 1969. (The St. Francis Dam failure in 1923 caused the largest known flood on the Santa Clara River). In 1969, the 50- and 100-year peak discharges were exceeded in many channels. The combined effects of the 1969 floods were disastrous: thirteen

people lost their lives and property damage was estimated at 60 million dollars. Homes in Casitas Springs, Live Oak Acres, and Fillmore were flooded and 3,000 residents in Santa Paula and several families in Fillmore were evacuated twice. A break in the Santa Clara levee threatened the City of Oxnard. Much agricultural land, primarily citrus groves, was seriously damaged. All over the County, transportation facilities, including roads, bridges and railroad tracks were damaged. There was several million dollars worth of damage at the Ventura Marina. The Fillmore, Oak View and Ventura sewage treatment plants were severely damaged, dumping raw sewage into the Santa Clara and Ventura rivers and polluting beaches. In addition, sewer trunk lines were broken along San Antonio Creek, Ventura River and Calleguas Creek.

## DEFINITION OF HAZARD ZONE

The boundaries of the hazard zone depend on the magnitude of peak discharge chosen for the selected flood. The Ventura County Flood Control District and most of the cities in the County use a 50-year flood as the selected flood, while the National Flood Insurance Regulations, the City of Camarillo, and most flood plain management literature use a 100-year flood.

The Ventura County Flood Control District uses a dual standard in regard to the containment of a 50-year flood with freeboard and containment of a flood ignoring freeboard. In reviewing the areas subject to flooding, the Flood Control District and City utilize the Flood Insurance Rate Maps and Floodway Maps issued by the Federal Emergency Management Agency (See FEMA Maps Plate III).

The flood plain may actually be divided into two hazard area: (1) the floodway, which is the portion that carries the deep and fast-moving water (usually defined as the area needed to contain the flood, allowing for a designation increase in flood height); and (2) the flood fringe area, which is the remainder of the flood plain.

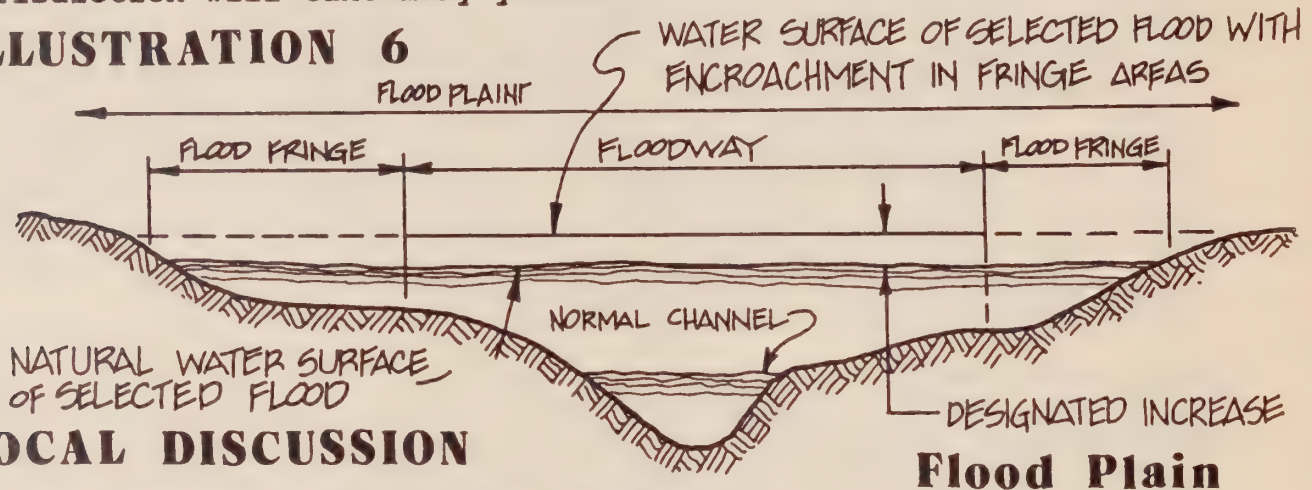
## Nature of Information

Flood plain limits are calculated from the best topographical information and hydrologic and hydraulic data and assumption available. These delineations reflect existing conditions and changes in topography or land uses could affect these limits. Although the flood plains of many of the watercourses in the County have not been mapped, the Flood Control District has the capability to calculate the overflow areas for specific locations.



Floodway limits, which are extremely important for flood plain planning, have not yet been delineated for any channels in the County. However, the Flood Control District has begun a 5-year program of mapping flood plains and will soon begin to compute floodway limits (referred to as "designated watercourses") for the rivers and major tributaries. The computation and designation of floodways for all channels under the District's jurisdiction will take many years.

## ILLUSTRATION 6



## LOCAL DISCUSSION

### Local Inventory of the Hazard

Calleguas Creek and its tributary, Conejo Creek, both penetrate eastern Camarillo and Revolon Slough is located to the west of the City. (see Hazard Plate III) The Revolon Slough flood plain limits are only available for the 50-year flood. Revolon Slough south of the freeway is a fully improved channel from Mugu Lagoon to the Ventura Freeway. Beardsley Wash, north of the freeway, is improved part way to Central Avenue.

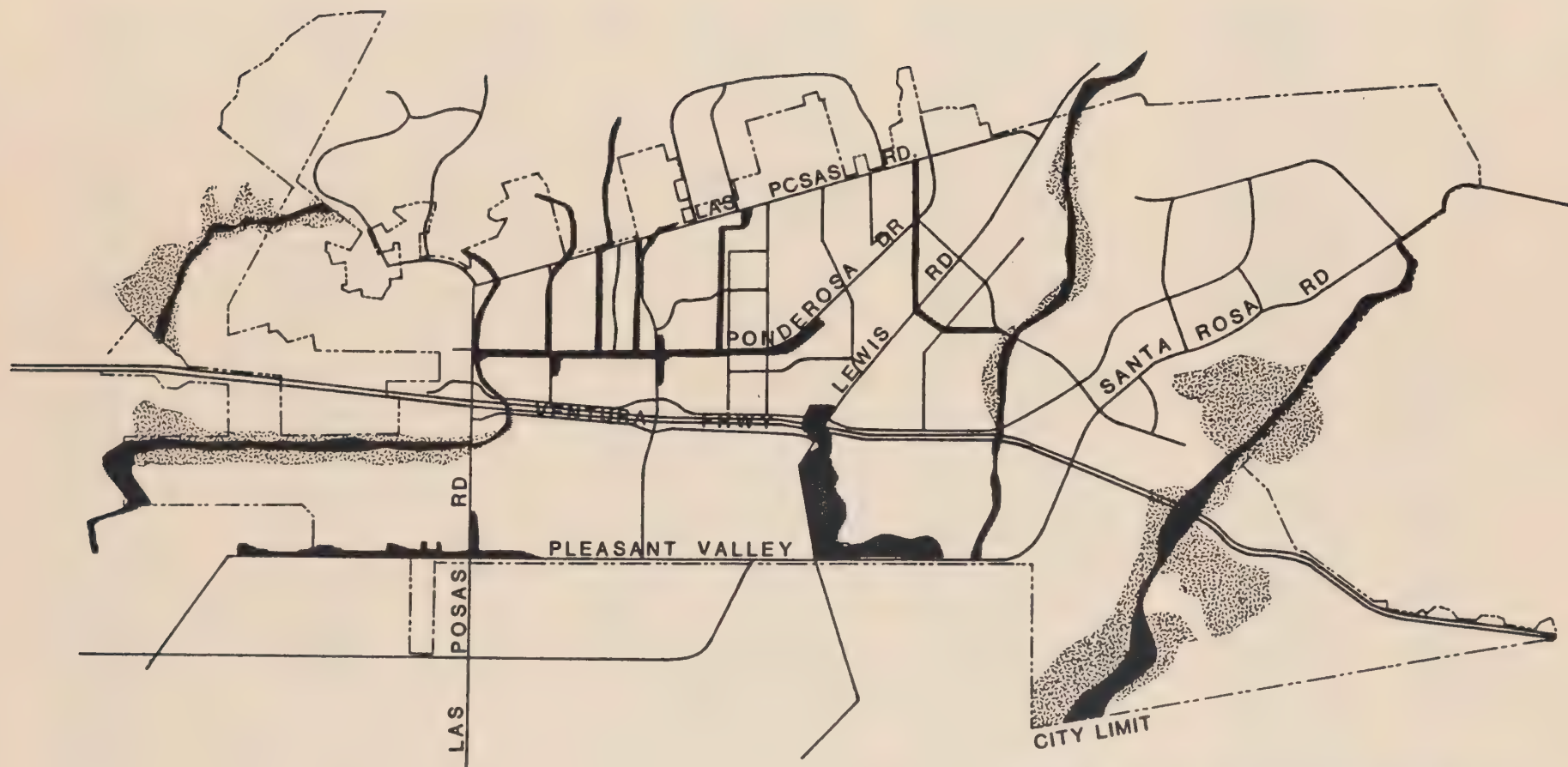
Drainage channels are also indicated on Plate III. Although extensive channel improvements have been constructed within the City, flooding problems remain unresolved generally north of Las Posas Road and east of Somis Road.

### Resources Affected by the Hazard

Camarillo designs its streets and development to be reasonably free from any 50-year flood projection and any building pad within the flood plain must be free of the 100-year flood plain level. Presently, the flood plain limits in Camarillo are mostly in agriculture but include a few residential and industrial uses and portions of Highway 101 and the Southern Pacific Railroad tracks. Developments can be expected to be reasonably protected from flooding because of the City's regulations. Those areas which have been "flood-proofed" are designated as such on the Hazard Plate at Camarillo.

Further development within the Revolon Slough watershed may jeopardize the flood control plans for agricultural development. Major storm flows in Revolon Slough now exceed the safe flood level based on the historically inadequate capacity of the existing channel.





NOTE: THIS MAP HAS BEEN  
SUBMITTED TO F.E.M.A.  
FOR FINAL APPROVAL  
AND WILL BECOME PART  
OF THIS PLAN  
PENDING ADOPTION.



**50 YEAR FLOOD BOUNDARY**



**100 YEAR FLOOD BOUNDARY**

## DESIGNATED FLOOD PLAINS

**CITY OF CAMARILLO DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

# **MANAGEMENT RESPONSIBILITY**

## **Investigation**

The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Rate Maps and Floodway Maps which delineate the areas subject to flooding. The maps rate areas as subject to minimal flooding (Flood Zone C), areas between limits of a 100-year flood and 500-year flood (Flood Zone B), or areas of 100-year flood (Flood Zone A).

## **Regulation**

The entities responsible for regulation in flood hazard areas are the local governments and the Ventura County Flood Control District, which is governed by the Board of Supervisors, has the authority to maintain and construct flood control facilities on the channels shown on Hazard Plate III. Ordinance FC-18, adopted in 1972, requires that a permit from the Flood Control District be obtained for most activities in floodways.

Outside of the designated watercourses, the prime responsibility for regulating activities in flood hazard areas lies with local governments. By State law land use and building restrictions to protect life and property from floods may be included in zoning and subdivision ordinances and building and sanitation codes. The City of Camarillo in 1987 adopted a Flood Plain Ordinance which identifies standards for development in flood hazard areas.

The Colbey-Alquist Flood Plain Management Act requires regulation as a condition for State assistance on federally authorized flood control projects.

The regulations of the National Flood Insurance Program (administered by the Department of Housing and Urban Development) require that communities adopt land use restrictions normally for the 100-year flood plain, in order to qualify for federally subsidized flood insurance. The types of restrictions communities must adopt are listed in some detail in the regulations; included is a requirement that residential structures be elevated above the level of the 100-year flood. Participation in the flood insurance program was recently made virtually mandatory by an amendment making flood insurance (in identified "special flood hazard" areas) a prerequisite for receiving mortgages or construction loans from federally regulated lending institutions.

## **Warning**

Flood warnings, issued by the U. S. Weather Bureau or the Flood control District, are relayed to the public through the local news media and Sheriff's and Police Departments.



## **Alleviation**

The flood hazard may be alleviated through a variety of measures, some corrective and some preventive.

Corrective measures include warning and relief programs, flood proofing of existing structures, and the construction of flood control works (channel improvements, levees and dams). Structural works are the traditional means of alleviating the hazard, but they are extremely costly and are rarely able to keep up with development.

Nationally, a half billion dollars a year is spent on flood control works, while flood damages average one billion dollars a year and are increasing. (Kusler, p. 3 and Sierra Club, p. 59). The cost of structurally protecting all the channels in the County Flood Control District's comprehensive plan has been estimated at over 300 million dollars, (V.C.F.C.D., the Great Floods of 1969, p. 2). Improperly planned structural works may also have the effect of increasing downstream flood peaks and velocities and may contribute to beach erosion by reducing the amount of sand reaching the beaches. (Norris, R.M., p 154)

Preventive measures for alleviating the hazard include public acquisition of flood plain lands, public information program, development policies and regulations. The most effective means of preventing flood damage appears to be the regulation of the types of activities permitted in flood hazard areas. This approach is generally referred to as flood plain management. Flood plain management addresses the problems encountered in the utilization of flood plains; given the possible future land uses, the total spectrum of possible solutions to problems considered. Flood plain management, however, cannot protect all existing development. Therefore, to provide for the maximum alleviation of the flood hazard, a combination of corrective and preventive measures is necessary.

## **FINDINGS**

### **Probability of Occurance**

Floods are natural occurrences whose frequency and magnitude depend on the rainfall and drainage patterns. It can be expected that the flood plain will probably be completely inundated on the average of once every 100 years.

### **Severity of the Hazard**

The portions of Camarillo which are subject to flooding from the indicated streams are primarily undeveloped and, therefore, could easily be protected through flood plain management. Existing structures are required to be reasonably free from any 50-year



flood projection and any building pad within the flood plain must be elevated above the 100-year flood plain level.

## **Resources Affected**

Existing uses in the hazard areas are largely agricultural or vacant with a few residential and industrial areas. Sections of Highway 101 and the Southern Pacific Railroad tracks are affected by the hazard zone.

## **Nature of Information**

Existing data is sufficient to calculate the overflow for specific areas. In addition, the 1986 Flood Emergency Management Agency Maps prepared for the National Flood Insurance Program has provided base information regarding watercourses and flood areas.

## **Flood Hazard**

The City Council in 1986 adopted the Flood Hazard Ordinance to address the potential flood hazard areas in Camarillo and to identify measures to minimize or reduce the impacts. The flood hazard areas of Camarillo are subject to periodic inundation which might result in loss of life and property, health and safety hazards, disruptions of governmental services and road access, along with entailing governmental expenses in correcting the emergency situations.

## **RECOMMENDATIONS**

1. Designate undeveloped flood plains as open space or agricultural land uses on the General Plan.
2. Adopt the 100-year flood map as the "selected flood" for flood plain regulation with the map to be periodically updated.

The flood plain regulations require different measures depending on the amount of information available. When the administrator has identified the flood plain area having special flood hazards, and has provided water surface elevations for the 100-year flood, but has not provided data sufficient to identify the floodway or coastal high hazard area, the minimum land use and control measure adopted by the community for the flood plain must:

(a) Meet the following requirements:

- (1) Take into account flood plain management programs, if any, already in effect in neighboring areas;
- (2) Apply at a minimum to all areas identified by the administrator as flood plain areas having special flood hazards;

- (3) Provide that within the flood plain area having special flood hazards, the laws and ordinances concerning land use and control and other measures designed to reduce flood losses shall take precedence over any conflicting laws, ordinances, or codes;
- (4) Require building permits for all proposed construction or other improvements in the flood plain area having special flood hazards;
- (5) Review building permit applications for major repairs within the flood plain area having special flood hazards to determine that the proposed repair first, uses construction materials and utility equipment that are resistant to flood damage, and second, uses construction methods and practices that will minimize flood damage;
- (6) Review building permit applications for new construction or substantial improvements within the flood plain area having special flood hazards to assure that the proposed construction (including prefabricated and mobile homes) first, is protected against flood damage; second, is designed (or modified) and anchored to prevent flotation, collapse or lateral movement of the structure; third, uses construction materials and utility equipment that are resistant to flood damage; and, fourth, uses construction methods and practices that will minimize flood damage;
- (7) Review subdivision proposals and other proposed new developments to assure that first, all such proposals are consistent with the need to minimize flood damage; second, all public utilities and facilities, such as sewer, gas, electrical and water systems are located elevated and constructed to minimize or eliminate flood damage; and, third, adequate drainage is provided so as to reduce exposure to flood hazards; and
- (8) Require new replacement water supply systems and/or sanitary sewage systems to be designed to minimize or eliminate infiltration of flood waters into the systems and discharge from the systems into the flood waters, and require on-site waste disposal systems to be located so as to avoid impairment of them or contamination from them during flooding.



- (b) Require new construction or substantial improvements of residential structures within the area of special flood hazards to have the lowest floor (including basement) elevated to or above the level of the 100-year flood;
  - (c) Require new construction or substantial improvements of non-residential structures within the area of special flood hazards to have the lowest floor (including basement) elevated to or above the level of the 100-year flood or, together with attendant utility and sanitary facilities, to be flood-proofed up to the level of the 100-year flood; and
  - (d) In riverine situations, provide that until a floodway has been designated, no use, including land fill, may be permitted within the flood plain area having special flood hazards unless the applicant for the land use has demonstrated that the proposed use, when combined with all other existing and anticipated uses, will not increase the water surface elevation of the 100-year flood more than one foot at any point.
- 3. Require that a mention of the flood hazard be included on all deeds of sale for property subject to flooding of a 100-year storm.
  - 4. Adopt a policy to discourage the construction of public facilities in flood plain areas unless such facilities are designed to be floodproof from a 100-year storm.
  - 5. Encourage the construction of major flood control projects by the appropriate agency to protect existing developments.

## **LANDSLIDE & MUDSLIDE**

### **General Discussion**

All hills, mountains and other highlands are being worn down by various natural processes. The most spectacular of these is the landslide, along with the other related types of ground failure. These processes are referred to geologically as "mass wasting," defined as: "the en masse downslope movement of rock debris" (Physical Geology, p. 134). There are numerous causes for mass wasting, including erosion, water, broken or weak bedrock, earthquakes and engineering defects.

Stream erosion can undercut slopes thereby removing support and causing failure of slopes by landsliding.

Saturation of soil or bedrock on hillsides can reduce the strength of these materials under certain conditions to a point where downhill sliding can occur in response to gravity.



Rainfall can also saturate and erode vast quantities of loose soil, especially after large fires denude slopes, washing it down slope to slides (see Liquefaction Hazard).

Finally, man-made cuts or excavations can undercut unstable slopes, thus causing landslides. In practice, most landslides are caused by a combination of two or more of these factors, and come in a number of forms.

In general, most landslides within the County are shallow, ranging up to perhaps 100 feet in depth and limited in extent, generally less than 100 acres. Most are not presently in motion (active) but have moved downslope to positions of stability.

Generally, stability is achieved within several years after the initial failure under natural conditions. However, the margin of stability of most landslides is small and inadequate to safely place structures on their surfaces.

Many of the existing landslides can be reactivated and downslope movement renewed after exceptionally heavy rainfall periods or as a result of earthquake shaking. Most landslides are over 100 years old and can exist for thousands of years until all of the landslide material is removed from the hillside by erosion.

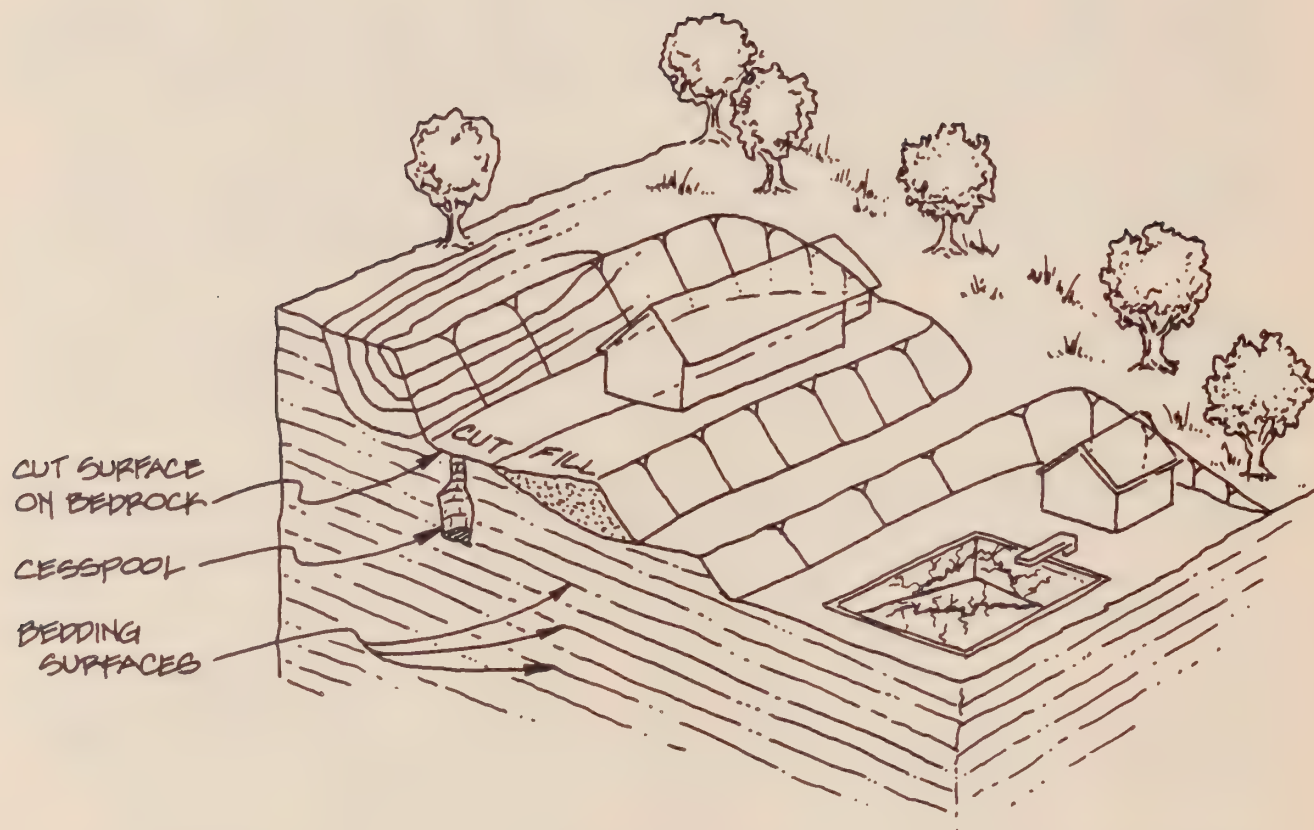
Generally, the renewed movement of old landslides is slow, perhaps only a few inches per day. However, the formation of a new landslide can be rapid with initial, often quite sudden movements of hundreds of feet within a few hours.

Hundreds of landslides in Southern California are traceable to the general bedrock situation shown on Illustration 1. As long as the original natural slope remained ungraded it was stable because bedding surfaces were essentially parallel to the ground surface and were supported at the lower end. Once the slopes were cut, though, support was removed from the bedding surfaces.

The fill in the upper residential lot of Illustration 7 is uncontrolled and therefore is probably poorly compacted. In this state, it can settle, erode and slough without sliding en masse. Settlement can crack the foundations and walls, because the portion of the house on bedrock will not settle as much as the portion on fill.

A cut slope in which support has been removed can fail immediately upon being excavated; or it can continue to stand for a number of years. They are the principal slopes that give way one by one during succeeding wet seasons; their ultimate failure is inevitable. The cracking illustrated in Illustration 7 is one of the early signs that a landslide is eminent. As the cracks widen, they serve as channelways for surface runoff which facilitates mass movement.

## ILLUSTRATION 7



DEVELOPMENT OF MAN-MADE BEDROCK LANDSLIDES (modified from R. H. Jahns).

Hundreds of landslides in southern California are traceable to this general situation. This problem, as much as any other, has led to the adoption of grading ordinances. A naturally stable "dip-slope" has been made unstable by removing the support from bedding planes which resemble the surfaces between a tilted deck of cards. The cracking shown is one of the early signs that a landslide is imminent. Irrigation and sewage effluent contribute to slippage along the bedding.



# **GENERAL INVENTORY OF THE HAZARD**

## **Location and History**

### **Southern Ventura County**

In general, the highest propensity for landsliding is found along the more prominent fault zones, anticlinal folds and in areas of the younger geologic formations. Landslides and potentially unstable slopes are especially common in hillside areas underlain by sedimentary bedrock of the Pico, Santa Barbara, Monterey/Modelo and Rincon Formations. These formations are generally uncemented (soft) and contain abundant silt and clay strata. The presence of subsurface water is also a contributing factor to slope instability in the great majority of landslide occurrences.

Landslides and slope instability are widespread throughout the hillside areas. In general, most existing landslides are within the Existing Landslide Areas shown on Hazard Plate IV; most are not of recent origin, having occurred over 100 years ago, and most are not actively moving. However, they are subject to potential renewal movement if triggered by poorly planned grading, earthquakes, or if the ground moisture is increased. The areas of landsliding are, in general, confined to the areas of weak or clay bedrock and adverse geologic structure (such as bedding planes dipping in downslope direction).

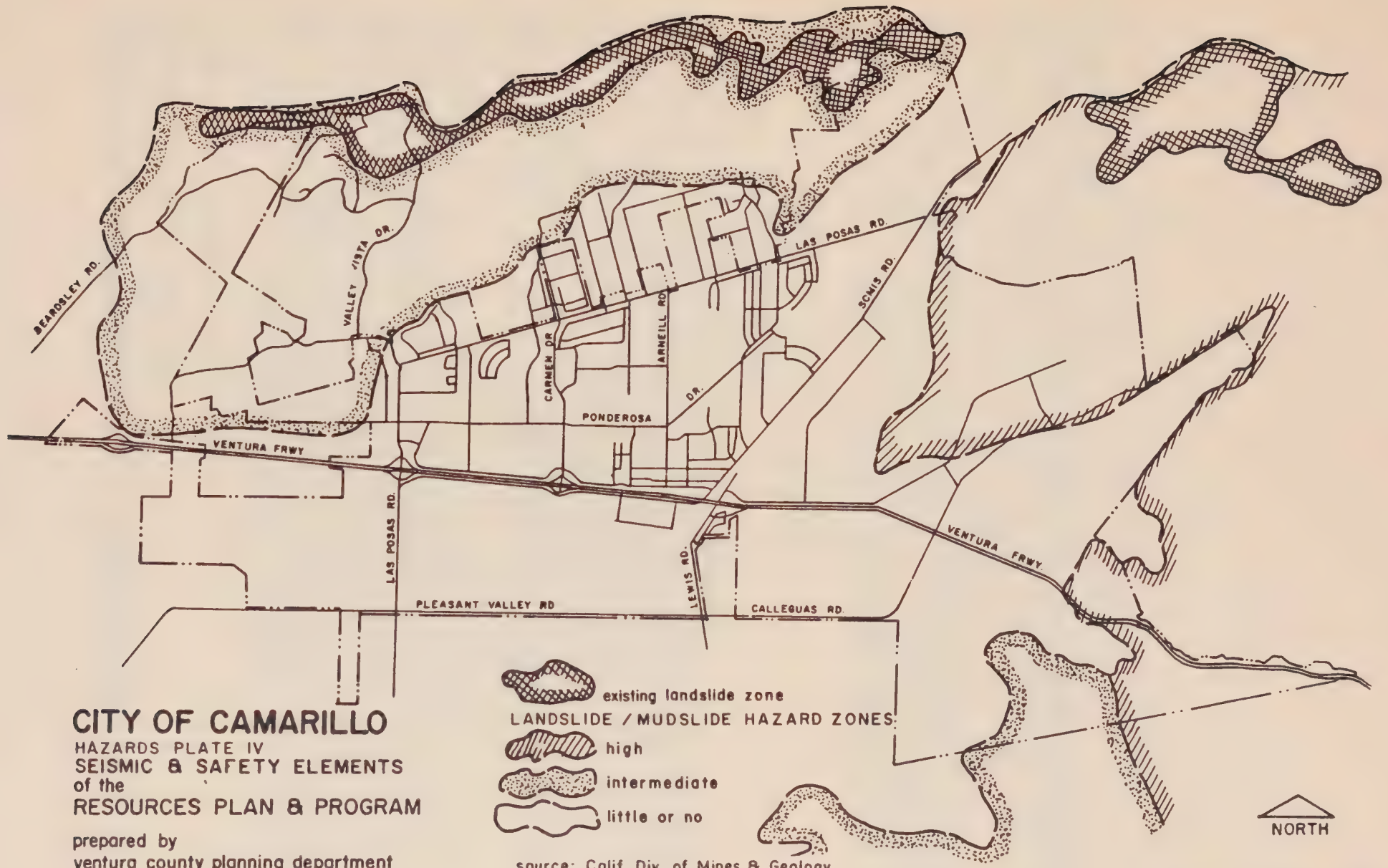
## **LOCAL DISCUSSION**

### **Local Inventory of the Hazard**

Portions of the southern, eastern and western margins of the Camarillo Hills and the southwestern Santa Rosa Hills are present within the City. Although no extensive landslides are known to exist within these areas, many slopes are only marginally stable and, as in most other hilly terrain, landsliding can be caused by the activities of man, unless stability considerations are incorporated in the design of development.

The level of hazard in the hillside areas of the City are shown on Hazards Plate IV and designated as High Landslide/Mudslide Hazard Areas.





**CITY OF CAMARILLO**  
 HAZARDS PLATE IV  
 SEISMIC & SAFETY ELEMENTS  
 of the  
 RESOURCES PLAN & PROGRAM

prepared by  
 ventura county planning department

october 1974

## **Resources Affected by the Hazard**

Comparison of Hazard Plate IV with present land uses within the City indicates that primarily only residential structures are within the hazard zone. Although some commercial developments are proposed in the zone, none of the existing development is known to be in immediate danger from landsliding. However, detailed information on individual structures was not evaluated during this study.

## **Hazard Zones**

The Hazard Zone boundaries were primarily determined based on information provided by two studies of landslide conditions in southern Ventura County (conducted by the State Division of Mines and Geology for the Federal Department of Housing and Urban Development (HUD) and for the County of Ventura under a cooperative agreement).

The product of the latter study was the report entitled "Geology and Mineral Resources Study of Southern Ventura County" (1973), Preliminary Report 14.

The current cooperative GEOLOGIC HAZARDS INVESTIGATION being conducted by the State Division of Mines and Geology for the Ventura County area will provide additional necessary information on landslide hazards in regard to areas of the southern half of the County which could be susceptible to low-angle or lateral spreading during earthquake shaking. Except for the additional information being generated by the State, the present information is the best form available and is considered adequate for general planning purposes. It will, however, need to be supplemented with more detailed mapping or studies for any specific proposed development.

Camarillo presently contracts with a private geologic and soils investigation firm for the review of public and private projects. The proposed developments are reviewed prior to their approval by the Planning Commission or City Council or after the preparation of detailed site specific studies of the geotechnical concerns.

## **Warning**

The potential for landsliding can be detected with relative certainty before any structures or facilities are placed in jeopardy. However, the problem is more difficult to handle in those hillside areas where development has already occurred in possibly dangerous locations. In cases where structures have been constructed, regional studies can, in many places, delineate potential problem areas before damaging movement occurs. The City's recently adopted Reconnaissance Geohazards Assessment identifies landslide areas within Camarillo.



Presently, little is known of the potential for low-angle landsliding resulting from liquefaction of sediments during earthquake shaking or of areas in which this hazard exists. As previously indicated, this hazard is being evaluated under the Cooperative Geologic Hazards Investigation being conducted by the State Divisions of Mines and Geology.

## **FINDINGS**

### **Probability of Occurance**

The hillside areas of the City are presently being developed and areas having stability problems have been graded and reconstructed. Existing landslides are present in the westerly portions of the Camarillo Hills and as these areas develop will be reviewed to ensure that any landslides are graded and reconstructed.

### **Severity of the Hazard**

Most of the City is within the little or no hazard zone. Although, the hillside areas within which present development is occurring are in higher hazard zone.

### **Resources Affected**

Comparison of Hazard Plate IV with present land uses indicates that primarily only residential structures are present within the hazard zone and none are known to be in immediate danger from landsliding.

### **Nature of Information**

The present information is the best available and is considered adequate for general planning purposes. It will, however, need to be supplemented with more detailed mapping or studies for any specific proposed development.

## **RECOMMENDATIONS**

1. Require that any proposed development within the Existing Landslide Areas or areas of High or Intermediate Hazard indicated on Hazard Plate IV be shown to be feasible by completion of engineering geologic and soils engineering studies by qualified personnel, including recommendations for safe development and be reviewed by a person qualified prior to approval of proposed land uses. Such studies should also be required, as necessary, in other areas.
2. Continue to adopt the Uniform Building Code and the additional provisions of the County Subdivision Ordinance, Building Regulations and the City's hillside and grading standards for all land development.



3. Continue to achieve adequate enforcement through qualified staff or retaining private consultants on an as-needed basis.

## **LIQUIFACTION**

### **General Discussion**

In some earthquakes ground shaking results in ground failure, which can have catastrophic effects on structures. Ground failure is most often caused by liquefaction and can occur on relatively level ground.

Liquefaction can occur when loose, cohesionless, uniform soils saturated with water are subjected to ground shaking of high enough intensity and long enough duration. Liquefaction is manifested either by the formation of sand boils and mudspouts at the ground surface and the seepage of water through ground cracks, or in some cases, by the development of quicksand-like conditions over substantial areas. When the quicksand-like conditions occur, buildings may sink substantially or tilt into the ground, and lightweight buried facilities may float to the surface. (Seed, 1969) Other manifestations are landslides which can move hundreds of feet, and lateral earth spreading of tens of feet.

Loose soil materials are most subject to liquefaction. Uniformity of grain size, such as a deposit of only sand, causes materials to be more susceptible to liquefaction than well-graded materials. The deeper the soil zone susceptible to liquefaction, the higher the confining pressure and the less the potential for liquefaction. Liquefaction usually occurs within the first 40 - 50 feet.

A certain intensity of shaking is required to trigger liquefaction, and the soil must be saturated with water. It takes a certain number of cycles of ground shaking for liquefaction to occur; landslides of the 1964 Alaskan Earthquake did not occur until 90 seconds after the shaking started, but in the 1971 San Fernando Valley Earthquake, landslides were triggered after only 30 seconds of shaking.

The potential for liquefaction exists wherever there are saturated loose sand deposits, especially if they are near the surface.

## **GENERAL EFFECTS OF THE HAZARD**

### **Primary Effects**

Smaller buildings such as single family frame homes are not likely to suffer major damage except in situations where the water table is less than fifteen feet from the surface. Larger

buildings not designed to withstand liquefaction can be severely affected at almost any level down to about forty to fifty feet below the surface, as loss of frictional support of deep pile foundation can occur. Light subsurface structures such as pipelines and storage tanks can float to the surface during the ground shaking, causing further damage and potentially widespread dislocation of services.

If the subsurface liquefaction occurs on a slope, the liquefied layer can act as a lubricated plane for the layer above it to respond to gravity and move downhill. The effect is even more pronounced if the water cannot escape vertically and is forced horizontally along a contact surface. This type of liquefaction is a common cause of earthquake-induced landslides. Structures built across the edges of the slide are torn apart in much the same manner as if they were located on a fault. In the 1971 San Fernando earthquake, an area of almost 163 acres moved down a 2.5% slope causing damage of over \$30 million.

## **Secondary Effects**

Liquefaction could destroy or disrupt gas, water and sewer lines, and roads. Pipelines could be broken either by being floated to the surface or by landslide displacement. Bridge abutments could suffer differential settlement, cutting of roads.

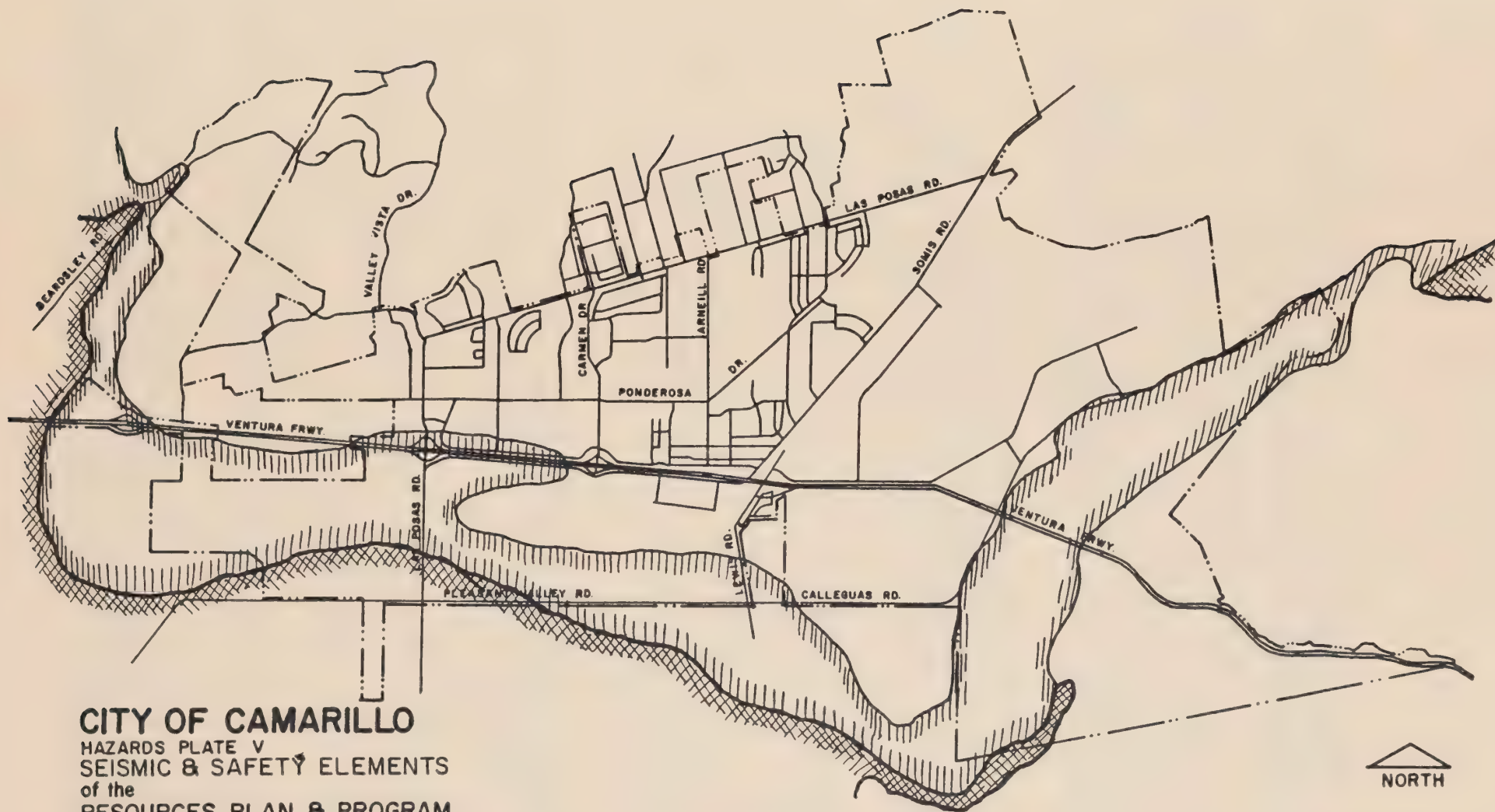
## **GENERAL INVENTORY OF THE HAZARD**

### **Location**

The hazard exists wherever there are certain soils, particularly loose sand soils that are constantly or seasonally saturated with water. This might include most of the river valleys and the low lying plains areas that have poor drainage (Hazard Plate V). Since subsurface soil properties are not precisely known, it is necessary to assume that all alluvial areas having high groundwater may be subject to liquefaction during strong earthquake shaking.

Most of the Oxnard Plain and Pleasant Valley have these characteristics and, therefore, must be considered to have a very high liquefaction potential. Most of the remainder of the Calleguas Creek areas appear to have adequate drainage to avoid the hazard, except for the lower Arroyo Conejo, which may have an increasing problem because of the discharge from the Thousand Oaks sewage treatment plant.





**CITY OF CAMARILLO**  
 HAZARDS PLATE V  
 SEISMIC & SAFETY ELEMENTS  
 of the  
 RESOURCES PLAN & PROGRAM

prepared by  
 ventura county planning department



**LIQUEFACTION POTENTIAL**

**HIGH** (water table less than 15' from surface)

**MODERATE** (water table 15' to 40' from surface)

SOURCE : VENTURA COUNTY DEPARTMENT OF PUBLIC WORKS)



scale 0 2000 4000

october 1974



## **LOCAL DISCUSSION**

### **Local Inventory of the Hazard**

The hazard zones, both the high hazard and the moderate hazard, seem to be restricted mainly to those area south of the Highway 101 Freeway.

There is high hazard in the Del Norte Road area and around the Camarillo Airport. The moderate hazard zone is found along Calleguas Creek and a small area north of the freeway near Las Posas Road.

### **Resources Affected by the Hazard**

The liquefaction hazard appears to have only a very limited effect on the City of Camarillo. The moderate hazard zone extends in a band south and west of the City and up Arroyo Conejo.

Most of the remaining buildings of the Camarillo Airport are in the high hazard zone.

Included within the moderate hazard zone are the developments of Del Norte Road, Camarillo Springs, and Leisure Village. Industrial facilities which are in the moderate hazard zone are located on Wood Road north of the Camarillo Airport; west of Lewis Road, south of Camarillo; and on Calle Alto east of Pancho Road. General liquefaction could also disrupt agriculture in the hazard zone (See Plate V).

The structures and areas listed above are simply those that are located within the boundaries of the hazard zones on Hazard Plate V. The information used to define the zones was the best available but does not allow precise delineation of the hazard areas. Also the boundary lines represent a transition zone which fluctuates seasonally and with changes in water supply. Therefore, those facilities listed are not the only ones that could be affected by the hazard. These, however, should be studied first when alleviation of the hazard is considered.

## **HISTORY OF THE HAZARD**

Liquefaction has not yet been a damaging hazard in Ventura County, but along with its attendant ground shaking, it is possibly the biggest seismic threat in the County.

Locally, liquefaction occurred in Calleguas Creek, Mugu Lagoon, and the lower Santa Clara River during the February 21, 1973, Point Mugu Earthquake. The effects were mainly the development of minor ephemeral features, such as, shallow cracks and sand boils, but as Morton and Campbell point out in their report

(California Geol., Dec. 1973), if the "shaking has been more severe, such effects might well have been widespread and could have resulted in significant agricultural crop losses". Also, the effects on structures could have been significant.

## **DEFINITION OF THE HAZARD ZONE**

Areas which are designated as within the high hazard zone are alluvial areas which have had water table levels within 15 feet of the ground surface at sometime in the last fifty years or since well records have been kept. The moderate hazard is defined as including alluvial areas which have had water between 15 and 40 feet of the surface.

Large areas of the County have a surface layer of unconsolidated sand deeper than 40 feet, and the entire County is susceptible to possibly severe earthquake shaking. Therefore, the primary variable factor for liquefaction in the County is the depth of the water table. The water level varies, but to be conservative, the highest level was selected. This is reasonable in urbanized areas where the water table is usually rising due to a number of factors, including curtailment of pumping, importation of increased amounts of water, reduced evaporation due to paving, heavy irrigation from watering of yards, percolation from septic tanks, and so forth.

The threat posed by this hazard varies depending upon the seasonable water level in some areas. The hazard zones designated assume that water levels are at their highest.

## **Nature of Information**

Data on the water surface level was taken from the extensive well records maintained by the Hydrology Section of the Ventura County Department of Public Works. These well records include up to 50 years of actual measurements at approximately one-month intervals.

Certain areas did not have usable well records. For these areas, either other special reports were used or actual field data was collected. One of the areas so field-checked was Pleasant Valley. Alluvial areas are shown on Plate I of the State Division of Mines & Geology report entitled: Geology and Mineral Resources Study of Southern Ventura County (1973).

## **MANAGEMENT RESPONSIBILITY**

### **Investigation**

The Camarillo Engineering Department has primary responsibility for further investigation of the liquefaction hazard. The California Division of Mines and Geology continues to investigate the hazard further. The California Department of Water Resources



and the U.S. Geological Survey have ongoing projects to study groundwater and water table levels that affect liquefaction potential.

## **Alleviation**

There is little that can feasibly be done to reduce the regional hazard. Important or critical structures can utilize special designs to alleviate the effects of the hazard except possibly in areas subject to landsliding. Land use controls are the only other methods available to reduce the threat to life and property.

Present Subdivision, Grading, and Building Ordinances require geologic and soils hazards, such as liquefaction, to be considered in the design of land developments and construction of important or critical structures as well as single family homes where necessary.

## **FINDINGS**

### **Probability of Occurance**

Liquefaction could occur in the hazard zones during future strong earthquakes. Many experts believe there is a good possibility of one or more such earthquakes occurring in the next fifty years.

### **Severity of the Hazard**

The Camarillo Airport, which is located in the high hazard zone, might be affected by liquefaction. Existing important or critical structures not designed against liquefaction might suffer damage. The west end of the Camarillo Hills could also be subject to liquefaction-induced landslides.

### **Resources Affected**

Large industrial facilities in the moderate hazard zone, such as those on Wood Road, Lewis Road, and Calle Alto, could be affected. The Camarillo Airport area could also be affected.

### **Nature of Information**

The water table levels in alluvial areas were arrived at by taking the highest figure measured from the extensive records of the Hydrology section of the County Department of Public Works. The boundaries of the hazard zones are only approximations and are not accurate enough upon which to base any buildings code requirements. In addition, the estimated effects of liquefaction may vary greatly within a given zone during a given earthquake. Any specific conclusions should be reached on the basis of detailed site-by-site soils and geologic studies.



## **Other Findings**

Future development plans within the City should be carefully evaluated due to the hazard imposed by the potential of soil liquefaction. Unless structures are adequately designed to resist the potential effects of the hazard, structural damage resulting from the effects of liquefaction could occur to public and private structures and vital utilities within the City in the event of a severe earthquake. In general, single-story buildings have a significantly lower risk than multi-story structures.

## **RECOMMENDATIONS**

1. Encourage continued performance of regional studies by qualified Federal and State Agencies such as the U.S. Geological Survey and the State Division of Mines and Geology or private research firms in order to more accurately determine areas of potential soil liquefactions hazards.
2. Encourage and participate in cooperative studies with the above agencies.
3. Evaluate existing critical structures, facilities, and foundation conditions for cases where their susceptibility or resistance to soil liquefaction is unknown and, if necessary locate vital facilities and emergency services outside of the high hazard zone.
4. Continue to adopt the current Uniform Building code and the additional provision of the Zoning Ordinance, Subdivision Ordinance, Building Regulations and the Grading and Hillside Performance Standard or equivalent requirements for all land development.
5. Provide adequate enforcement of the aforementioned requirements by requiring that each proposal for land development be reviewed by qualified personnel registered and certified by the State, such as, professional engineers and engineering geologists.

## **TSUNAMI**

### **General Discussion**

Tsunamis (pronounced soo-nom-ee) are large ocean waves that are generated by submarine landslides, volcanic eruptions, or earthquakes in or near the ocean basins. These waves are commonly referred to by the general public as tidal waves. The hazard zone for tsunamis extends approximately one mile inland from the Pacific Ocean. Since Camarillo is approximately ten miles from the ocean, they are not considered a significant concern in Camarillo.

# **SUBSIDENCE**

## **General Discussion**

Subsidence, or the sinking of the land surface, is a worldwide problem.

In Ventura County, the main types of subsidence caused by human activity have been identified, in addition to those forms of the hazard which occur naturally. Groundwater withdrawal subsidence, which generally occurs in valley areas underlain by alluvium, is the most extensive, and the impacts most costly. As water is removed from the aquifer, the weight of the overburden is placed on the alluvial structure. If fine-grained silts and clays make up portions of the aquifer, the additional load can squeeze the water out of these layers and into the coarser grained portions of the aquifer. This compaction produces a depression in the land surface.

Current studies focus on six factors: degree of groundwater confinement, thickness of aquifer systems, individual and total thickness of fine-grained beds, compressibility of the fine-grained layers, probable future depth of wells, and probable future decline in groundwater levels. All have a bearing on potential, but the primary causes are substantial or first-time reductions in the water level of a valley fill alluvium.

Subsidence can and does occur from natural compaction, tectonics, crustal folding, seismic shaking, and liquefaction.

## **Physical Properties**

The surface deformation resulting from oil extraction is a large bowl shape, extending beyond the production area.

In the Wilmington Oil Field, near Long Beach, a drop of 29 feet was recorded in the period 1928 to 1972. A subsidence of similar magnitude occurred in the San Joaquin Valley in 1969 from the extraction of groundwater.

## **Measurement and Detection**

A series of benchmarks must be established which, over time, show subsiding land and that area which is subsiding fastest. Core samples would show probable future consolidation, with known fluid withdrawal rates. From this, regulated land use or counter measures to halt the subsidence could be assessed.

In unconfined aquifers, increased recharge through water-spreading is possible. Confined aquifers or oil bearing zones must be repressured by injection wells. Due to the cost, this method has been used only in the Wilmington Oil Field.



## GENERAL EFFECTS OF THE HAZARD

The destruction caused by subsidence is not immediate or violent, except when prompted by seismic shaking. Since most subsidence damage occurs very slowly, it lacks attention. Much money is lost through either premature abandonment or repair.

Most seriously affected are facilities sensitive to slight changes in gradient: wells, canals, sewers, and drains. In a 1970 projection, losses to the year 2000 were estimated to reach about \$26,000,000 for subsidence in California. Oil extraction was responsible for \$100,000,000 damages in the Long Beach area.

Inundation is a potentially serious secondary effect of subsidence in Ventura County. Both the ocean and the Santa Clara River could flood into depressed areas of the Oxnard Plain. The Santa Clara River is building up sediments within its present course while no longer adding deposits to the remainder of the Oxnard Plain. If the old deposition consolidates, a flood could change the river course and thus inundate the lower land. Extraction of oil and/or water could increase the potential for such an occurrence and increase the area affected.

## GENERAL INVENTORY

The Oxnard Plain has been monitored by the U.S. Coast and Geodetic Survey since the 1930's. One large area is subsiding between 0.04 and 0.05 feet per year. A point at Hueneme Road and Highway 1 has dropped 1 and 1/2 feet in just twenty-one years, and a dozen bench marks have settled a foot in a fifteen to twenty year period.

Hazard Plate VI of the Seismic and Safety Element shows three subsidence zones. These zones are: probable subsidence that is on the order of 0.05 feet/year roughly from Pierpont to Mugu Lagoon south and east to the junction of Highways 1 and 101, and probable subsidence of less than 0.05 feet/year; and the estimated limit of areas presently affected by subsidence, inland from the Oxnard Plain through the Santa Clara River Valley to a point just east of Piru.

## Nature of Information

Definite establishment of the rate and cause of subsidence in Ventura County has not been made. County Public Works information indicates four possible causes: natural consolidation of alluvium, tectonic deformation, water extraction, and oil extraction.

Current data suggests that groundwater has been extracted from the aquifers underlying the Oxnard Plain at a rate that exceeds replenishment by about 44,000 acre feet per year, and the water



table has dropped as much as 55 feet below sea level as a result of this continuous overdraft.

As part of a regional effort extending from Santa Barbara to Los Angeles, some 500 to 600 bench marks are being monitored in Ventura County. Readings were taken in 1970 and a second series, five years later, indicated areas of significant change. The County Surveyor is participating in this program which is being conducted by the National Ocean Survey.

Positive determination of the exact limits and rates of subsidence would require special grid of many bench marks (monuments) of special construction and a monitoring program extending over several years.

## **MANAGEMENT RESPONSIBILITY**

Studies of water withdrawal subsidence have been conducted by the U.S. Geologic Survey and the California Department of Water Resources. State and Federal projects bring surface water to some areas with dropping groundwater tables. Where such replacement is not available, or where it does not make up the difference, control is the responsibility of local water conservation districts. This control is both loose and variable.

Subsidence resulting from oil and gas extraction has been investigated by the U.S. Geologic Survey, California Department of Water Resources, and the California Division of Oil and Gas. The Division of Oil and Gas has a monitoring and regulating program which the "Urban Geology" report ranks as equal to the task.

## **FINDINGS**

### **Probability of Occurance**

A subsidence problem does exist; mainly in the Oxnard Plain area of the County. It is probable that it will continue, possibly at an increasing rate. This could occur if extraction of fluids from this area is increased.

### **Severity of the Hazard**

Measurement to date indicate that a maximum drop on the order of 1.5 feet has occurred over the past 20 years in some areas of the Oxnard Plain. Further surveying is continuing and should better define the magnitude of this problem. Records from other areas of the country and the world indicate many areas experience much more severe subsidence problems than is the case in our County.

## **Resources Affected**

Property damage due to subsidence can and does occur over a long period of time. Loss of life would probably occur only as a secondary effect of subsidence; wells and utility lines are potentially the most vulnerable to damage.

## **Nature of Information**

A possibility exists that some potential subsidence damage can be controlled. Such controls, however, must await the definite determination of the cause or causes of subsidence, as well as the rate of this subsidence. Until this information is fully developed, little can be done to plan for or respond to this hazard. The County in 1983 adopted the Water Conservation Management Plan which, among other topics, provided information and guidelines for groundwater management.

## **RECOMMENDATIONS**

1. That the guideline addressed in the Water Conservation Management Plan continue to be implemented in Camarillo.
2. The water conservation measures continue to be implemented as part of developments in Camarillo.

## **EXPANSIVE SOILS**

### **General Discussion**

Expansive soils (which are identical to soils referred to as having a shrink-swell potential) are those which are generally clayey, expand or swell when wetted, and contract or shrink when dried. Wetting can occur naturally in a number of ways, i.e. absorption from the air, groundwater fluctuations, as well as from other sources, i.e., lawn watering, broken water or sewer lines.

The tremendous force exerted by the expansion of soils is generally not understood by the average person and quite often results in requests for waiver of the soil test as "unnecessary." Such a complacent attitude is unjustified. Typically, expansive soils are located in areas of moderate slope which are coincidentally the areas generally most attractive for intense, urban type uses. The movement of expansive soil may be slow, progressing over a period of years. Commonly, this movement is associated with seasonal or even longer wet/dry cycles.

These soil movements can cause structural damage to houses, pavements and utilities by heaving loss of support under part of a structure, shifting due to the weight of the structure, and shrinking and withdrawal of support.



Damage can range from the impaired functioning of doors and windows through plaster and foundation cracks to total destruction.

In the early 1960's numerous homes in Thousand Oaks' Shadow Oaks subdivision were lost and many more were severely damaged. This area experienced soil expansion which cracked many two-inch thick slabs.

As the damage started to appear in the new homes of this tract, many of them were vacated. Still others remained occupied but some people stopped making their payments. Many houses were rented, a transient group of people occupied these and the neighborhood generally declined.

Other areas of the County have also experienced problems due to soil expansion, specifically the Camarillo Heights area. However, here the damage has not been as great because many lessons were learned in the Shadow Oaks case.

Highly expansive soil exists at the east and west ends of the City of Camarillo. The remaining and largest portion of the City is rated in either the moderate or low category. A fairly even division exists between these two zones.

In the past, damage has been recorded in the Camarillo Heights area on the west side of the City. This residential area and another on the east side of the City on Santa Rosa are located in areas of highly expansive soils. The need for careful soils tests and construction countermeasures is particularly pronounced in these areas. That area around the Camarillo Springs Golf Course is also rated as high in terms of expansive soil.

Three expansive soil zones have been mapped and they appear on Hazards Plate VI. Derived from the Soil Conservation Service's 1970 Soil Survey, this map designates high, moderate and low expansive zones. This is a generalized version of individual soils maps. It generally indicates those areas where expansive soils are present. (See Soil Survey in Ventura Area, 1970).

## **LOCAL DISCUSSION**

A more specific map was prepared for each entity, and the degree of expansiveness may not conform precisely to Plate VI even though both utilize identical categories of expansive soils. The reason for this is that the local maps were taken from the non-generalized maps developed by the Soil Conservation Service and thus display a greater level of detail.

While the general and specific maps are quite useful for locating large areas of potential hazard, it must be stated that they cannot be used in lieu of site inspection when construction is considered.



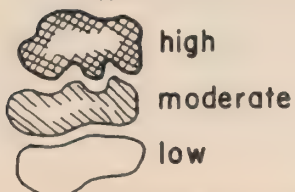


scale 0 2000 4000

october, 1974



#### EXPANSIVE SOIL ZONES



SOURCE: U. S. D. A. Soil Conservation Service

#### PROBABLE SUBSIDENCE ZONES

..... estimated limit

SOURCE: Ventura Co. Dept. of  
Public Works

**CITY OF CAMARILLO**  
HAZARDS PLATE VI  
**SEISMIC & SAFETY ELEMENTS**  
of the  
**RESOURCES PLAN & PROGRAM**

prepared by  
ventura county planning department

Experience in the Building and Safety Department indicates that a soils test at the specific site is necessary because this hazard is so localized in nature.

An aspect which must continue to receive special attention is downslope soil creep in hillside areas. As an expansive soils expands and contracts it tends to move downslope in response to gravity. This condition may require flatter slopes, soil removal and special landscaping and irrigation treatment.

Camarillo contracts with the County's Department of Building and Safety to oversee its building permit and inspection processes. A soils test is required at each site and construction must conform to established standards in areas of expansive soil.

Among the corrective measures which might be employed are various foundation construction techniques, including proper drainage. The degree of expansiveness, as revealed in the expansion test, dictates the type of foundation design. If the expansiveness of a soil exceeds a set limit, then a special engineering design is required for that site and is enforced by the City Engineering Department.

## **FINDINGS**

Though problems may persist in areas constructed prior to the development of appropriate standards, new construction is being adequately protected from this hazard. Newly developed construction techniques and the increased knowledge of this hazard could assist in repairing old damage and preventing new.

## **RECOMMENDATIONS**

That the city continue its program of reviewing developments and its adherence to the standards established by the Building Code and Soil test requirements regarding expansive soils.

## **FIRE**

### **LOCAL DISCUSSION**

Ventura County is a very pleasant place. The climate is warm and dry with gentle winter rains and clear summer skies. The hills are green or golden all year long, with brush and oaks at the low elevations and pine forest at the ridge tops. However, these same amenities make it one of the most hazardous fire areas in the country.

The climate is Mediterranean, with rainfall concentrated in the cool winter when there is less evaporation. These winter rains are stored in the ground and in the vegetation. The rains usually stop in May, and there is a drought lasting into



November. When a low pressure trough develops off the coast and high pressure settles over the Great Basin of Nevada and Utah and over the deserts of eastern California and Arizona, the normal westerly wind flow is reversed. Air pours in from the north and east, out of the deserts, down into the coastal basins and valleys. These are the East winds, growing warmer by compression as they descend. They arrive hot, dry, and charged with static electricity. The extreme dryness desiccates the vegetation already dried by the drought.

The annual grass and wildflowers die in early summer. The dry grass substantially increases the fire hazard. The perennial plants also have special adaptations to resist the drought; the abilities to both shed a portion of their leaves during summer drought and to develop waxy coatings on leaves to cut down evaporation. Unfortunately, these latter two adaptations are major contributors to the extreme flammability of the chaparral.

Wherever these steep slopes are covered with the chaparral vegetation, after a few months of drought, the fire hazard becomes extreme. It should be noted, however, that fire is a normal condition in Southern California. If it were not for the recurrent fires, the chaparral would slowly be replaced by oak woodland, a grassland with scattered live oak trees. The Amerindian populations regularly deliberately lit fires to drive out game; these fires probably were the major contributing cause for the modification of the vegetation from oak woodland to chaparral.

The longer an area goes without burning, the more fuel there is ready to burn. Thus, the more effective we are in preventing fires, the more likely they are to occur.

Brush fires are usually ignited by man, either directly by an arsonist, children playing with matches, individuals careless in smoking, debris burning, fireworks, campfires, and the like; or indirectly through accidents by manmade objects, such as, falling power lines, explosion of heaters or fuel tanks or by sparks from equipment hitting rocks or from engine exhaust. Natural causes, primarily lightning, are now relatively minor causes. The resulting fire can spread very rapidly, at times consuming as much as 3,000 acres an hour. The steep hills help the spread of the fire by allowing it to burn rapidly up hill and frustrating fire suppression attempts. The worst condition exists when fire storms develop, large vortexes that concentrate heat and develop their own winds. Fire storms can jump freeways and the largest fuelbreaks and are almost impossible to control until weather conditions change.

When weather conditions become severe, all fire fighting personnel are put on alert. When a fire starts, all available personnel are rushed to the scene to keep the fire from developing into a major blaze. If the fire does get out of



control and more than the County's own resources are required, mutual aid agreements are in effect with neighboring cities and counties to send additional aid. If the situation becomes worse, State and Federal aid are available.

Fire safety in urbanized areas must be evaluated in different terms than wildland fires: evacuation routes, peak load water supply requirements, minimum road widths, and clearances around structures.

## **General Discussion**

### **Local Inventory of the Hazard**

A moderate to extreme brush fire hazard exists in the Camarillo Hills. The threat is especially great because of the number of houses interspersed with the brush areas. Since much of this area has not burned in this century, there is a great deal of fuel accumulated.

Most of the hillside areas across Calleguas Creek are in the Extreme Hazard Zone (see Hazard Plate VIII). The area between the creek and Santa Rosa Road also has not burned in this century.

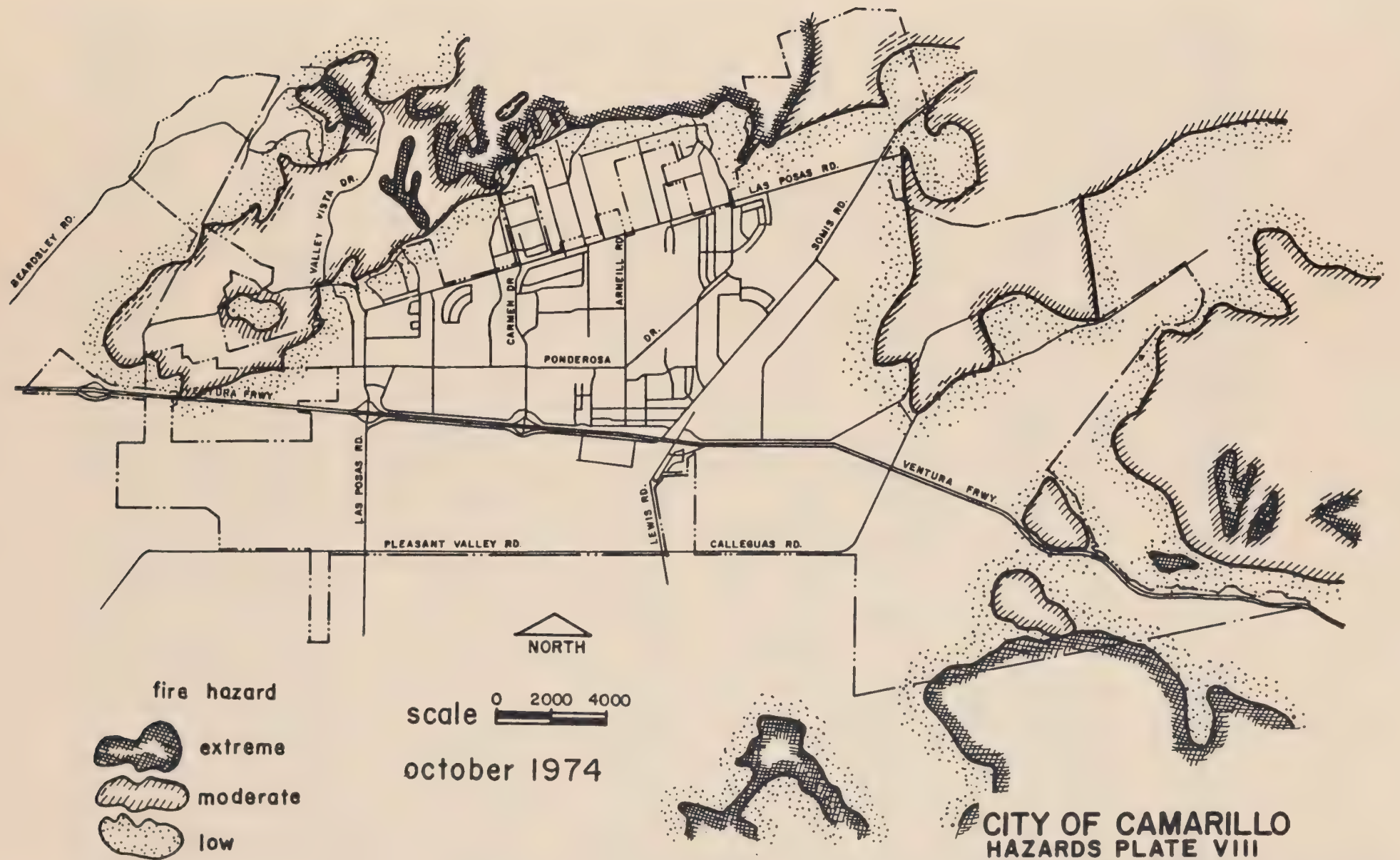
Most of the area east of Santa Rosa Road and south of the freeway has been burned at various times in the past and when the brush reaches full maturity it will probably burn again.

The only way to reduce this hazard is to implement some sort of fuel management program. Pruned and irrigated orchards and most other types of agriculture are excellent fuel breaks. Controlled burning will also reduce the hazard in open areas.

In addition to the wildland fire hazard areas defined on Hazard Plate VIII, the urban areas within the City represent another fire hazard area. Specific areas or structures within the City may be particularly hazardous. These areas have been generally identified by county and City departments (such as the Fire and Building and Safety Departments) and appropriate steps taken to deal as effectively as possible with these situations. However, it is not within the scope of this study to evaluate structural fire hazards.

### **Resources Affected by the Hazard**

The only vital services located in the hazard zone within the City are Edison Company power lines. The four main 220KV power lines from Ormond Beach Generating Plant to the Moorpark transmission substations cross the top of Conejo Grade in the City and a number of 66 KV lines also cross through the City.



SOURCE: U. S. GEOLOGICAL SURVEY

**CITY OF CAMARILLO**  
**HAZARDS PLATE VIII**  
**SEISMIC & SAFETY ELEMENTS**  
 of the  
**RESOURCES PLAN & PROGRAM**

prepared by  
 ventura county planning department



There are a number of residential areas in or directly adjoining the hazard zone, especially in the Camarillo Hills area, north of downtown. The Camarillo Springs area also abuts the hazard zones near the Conejo Mountains.

The Upland Road tracts and St. John's Seminary are fairly well protected by their surrounding orchards, as long as the trees are well maintained.

## **GENERAL EFFECTS OF THE HAZARD**

### **Primary Effects**

In the short run, fire has its most widespread effects on the natural environment. When these vegetation systems burn, the individual plants and their associated animals are destroyed, but the associations survives and is actually improved by this natural selection. A good example is the Potrero Fire that burned Point Mugu State Park in 1973. The scene was one of complete desolation following the fire. All the vegetation including the sycamores and oaks were burned, and hundreds of small animals were killed. A month later, deer and birds were abundant and other animals were also on the rise. The burned remains of the brush as root sprouting (with the deer eating the shoots) and most of the burned trees were resprouting leaves. The vegetation and animals were projected to be back to normal in about three years, but with the plants thinned out and the excess animal population culled, to the advantage of both.

Damage to manmade improvement accounts for most of the dollar loss from wildfires (aside from immediate suppression costs). The watershed lost forms the remainder of the total cost. Although developments in the hillside areas have a high value because of the view, they are all too often built in dangerous brush covered areas. The ridge tops provide more flat areas for house pads, the hillsides and barrancas are in their native vegetative state. Another hazard is that of wood shake roofs. When a fire burns up the steep hills, cantilevered homes are susceptible to fire on their undersides.

Clearance of brush is more effective when accompanied by regular replanting and maintenance of the canyon area. Requiring that fireproof roofs can limit the spread of fires in new subdivision. Individual fire protection capability, such as gasoline powered pumps using swimming pool water, reserve water supplies, and roof sprinklers can also reduce damage.

Losses often include sheds, barns, and domestic animals.

The loss of life is higher in structural fires than in wildfires due to the warning time usually available in the latter. Occasionally, homeowners are injured or killed when they do not



evacuate their homes (they cannot be forced to leave) but most often civilian deaths are due to either people being trapped without warning or an arsonist who cannot escape the fire he sets.

## **Secondary Effects**

The removal of vegetation by fire leaves the soil bare and open for erosion when the rains begin in the fall and winter. The raindrops hit the surface with undiminished impact, splashing particles of soil which move downhill and are carried off by running water. The fire also destroys roots that hold the soil in place. Under a chaparral cover, compounds accumulate making the soil impermeable to water. If a slope is burned with intense heat, the vaporized compounds condense in a cooler zone just below the surface. Rainfall can penetrate the surface layer and reduce its shear strength, and carry away the weakened material as a mudflow.

In January, 1969, mudslides in Glendora destroyed homes and other property valued at some 8 million dollars. Many more millions of dollars of damage were caused by mudflows in Big Sur in 1972.

Buildings destroyed by fires reduce income to local governments from property taxes.

Public utilities are strained by fires, water supplies depleted, power lines are downed and telephone systems disrupted. Flood control facilities may be severely burdened by the increased flow from the denuded hillsides and the resulting debris that washes down. Recreation areas may be closed, or operated at a reduced scale.

Grassland will resprout the following spring, but a chaparral community takes three to five years and an oak woodland will require five to ten years for a new crop to start. Coniferous timber stands take fifty to a hundred years to reestablish.

## **HISTORY OF THE HAZARD**

Fires have burned through various areas of the County virtually every year for which records are available, and probably for centuries before that. The largest fire in the County and the State's history burned 219,000 acres, mainly in the Sespe and Matilija Canyon of Los Padres National Forest in 1932.

A number of fires of over a thousand acres in size have burned in the County since 1952. The largest and most destructive of these was the Parker Ranch fire of 1967 which burned from Chatsworth to Thousand Oaks, consuming over 25,000 acres. This fire destroyed forty-eight structures with a value of \$323,790.

In 1973, the Potrero Fire burned through the entire Point Mugu State Park destroying more than 12,000 acres of chaparral and oak woodlands and forcing the park to severely restrict activities. This fire, like many others, was caused by man's carelessness.

U.S. Geological Survey topographic maps have been used in defining fuel loading and slope. Light fuels occupy the uncolored areas and represent flammable grasses and annual herbs. Medium fuels are "scrub" and include brush and perennials less than six feet having a crown density of 20 percent or more. Heavy fuels are "wood-brushwoods" over six feet, having a crown density of 20 percent or more. Slope has an effect similar to wind; and increase in slope produces an increase in the rate of fire spread.

Fire Weather Classification is related to the frequency of critical weather days over a ten year period. The entire County of Ventura falls in the extreme class with an annual average of more than 9.5 critical fire weather days.

## **Nature of Information**

No vegetation map that has been completed for the County has had more detail than the USGS Quadrangles (at a scale of 1:24,000, 1 inch = 2,000 feet).

The agricultural and urban areas of the County cannot be considered wildlands for purposes of this classification. Isolated watercourses contain vegetation that is moist year round and, therefore, has a lower fire hazard. These areas are only included if they are near the wildland areas or contain large amounts of vegetation that is seasonally dry.

Any development in fire hazard zones will be reviewed to meet Federal Firescape criteria when adopted.

## **MANAGEMENT RESPONSIBILITY**

### **Investigation**

The Ventura County Fire Department constantly monitors the fire hazard in the County. They have ongoing programs for investigation and alleviation of hazardous situations.

### **Peak Load**

### **Water Supply Measurement**

The water supply for any structure is determined by a complicated formula in the Insurance Services Office Guide for Determination of Required Fire Flow which is enforced by the City Engineering Department. It requires a minimum fire flow of 1,000 gallons per minute in residential areas, 1,250 GPM minimum in commercial



areas, and 1,750 GPM minimum in industrial areas. The peak demand rate is the peak domestic flow or the fire flow plus 1/2 the peak domestic load, whichever is greatest. These flows are minimum requirements only and greater flows may be required by the Fire Chief.

## **Minimum Road Widths**

The City of Camarillo Engineering Department has established minimum road widths. Fifty-six feet is the minimum width for a cul-de-sac. A cul-de-sac must have a minimum radius of 56 feet. Fifty-six feet is the minimum road width for a residential minor road. All other roads have larger minimum widths, except private streets with limited number of residential units where a lessor roadway may be acceptable.

## **Clearances Around Structures**

The best way to protect a structure is to clear away all flammable brush. A minimum clearance of 30 feet is required around all structures, increasing to 60 feet clearance in high grass and low brush areas and up to a 100-foot minimum in any high brush area. Well maintained ornamental plantings do not burn readily.

1. Increase effectiveness of plantings with a high pressure sprinkler system.
2. Remove litter under trees and shrubs; prune out dead wood. Remove dead and dried portions of ground covers and succulents.
3. Leave space between remaining shrubs and trees to help prevent fire spread.
4. Plant lawns, succulent groundcovers, or other low growing plants around all structures, and water regularly. Do not allow continuous tree or brush canopy next to buildings.

Orchards provide a fuel break if the trees are maintained. Eucalyptus windbreaks must be kept very well trimmed or they can circumvent any firebreak provided by an orchard field.

## **Fuel Management Supression**

Controlled burning is a process by which the highest hazard areas are burned during the safest times of year. The Air Pollution Control District restricts controlled burning to certain weather conditions; these days are not always the safest in terms of fire control. however, controlled burning seems to be the best fuel management method presently available. Ranchers working with Division of Forestry and University of California Research and Extension Services have developed satisfactory controlled burn



procedures. In Ventura County, private burns are under the supervision of the County Fire Department and are encouraged by them.

## **Warning & Evacuation**

In a major wildfire, owners and inhabitants in the path of the flames are warned, and evacuation is recommended if the threat is imminent. The responsibility is primarily the Sheriff's Department's, since most fire hazards exist on unincorporated County territory. Evacuation can only be recommended. Evacuation routes are not predetermined, due to the unpredictability of a fire.

## **Supression**

The City of Camarillo is included in the Ventura County Fire District which provides fire suppression services. The County has mutual aid and automatic aid agreements with the four city fire departments and the surrounding counties and cities. The State Office of Emergency Service can be called upon for further aid, if necessary, as can Federal agencies, including the Department of Agriculture, Interior, and in extreme cases, Defense.

Private companies and individuals have also assisted, upon request, during fires.

Ventura County has an outstanding Fire Department with a well deserved reputation. They have good equipment including helicopters, except for large air capability for which they have access to air tankers from the State and U.S. Forest Service.

## **After the Fire**

Numerous relief agencies, such as the Red Cross, provide disaster relief to the victims and medical aid and assistance to the fire fighters. In a major disaster, state and even federal relief is possible, including low interest loans to individuals and local governments.

The reseeding of private land after a fire is the responsibility of the California Division of Forestry.

## **Land Use Decisions**

The Camarillo City Council and the Planning Commission has authority over land uses in fire hazard areas.

Structural encroachments upon hillsides generates a number of problems:

1. Increase direct cost in maintenance of public services and amenities.
2. Increase fire risk in the adjoining highly flammable brush areas (children playing with matches, for example).
3. A reduction in the capability of fire suppression forces to accomplish their mission.
  - a. Initial attack time is extended due to road grades and curves.
  - b. Fire spread rate and intensity is increased due to slope factor.
  - c. A potential net loss of strategic locations to fight a fire from.
  - d. A built-in dilution potential of available suppression forces. (Forces are diverted to protect individual structures rather than concentrate on the key fire locations).
  - e. A potential loss of suitable strategic locations to construct fuel breaks, greenbelts, or other fire prevention measures to protect from fires burning into or out of communities and the adjoining wildlands.

Where these factors cannot be internally mitigated, structural development on slopes is not in the public interest and should be discouraged.

## **FINDINGS**

### **Probability of Occurance**

The Camarillo Hills suffered two fires in 1970 that destroyed some structures. These fires did burn into the City.

The area east of Santa Rosa Road burned in 1958 in a fire that burned to Highway 101. The Conejo Grade area has been burned a number of times, in 1968, 1971, 1975, and again in 1979. The proximity of the highway to the brush probably contributes to the large number of fires in this area.

These areas, and the area between Calleguas Creek and Santa Rosa Road, could burn again when the conditions are right.



## **Severity of the Hazard**

The effects of any fire depends upon the fuel, weather conditions, and the resources that could be affected. Since some structures are already located in the hazard zones and the weather is something that cannot be controlled, the fuel available is the critical factor that should be alleviated.

The hazard is severe to these structures in or near the Camarillo Hills, especially those with shake roofs. The City of Camarillo has implemented a brush clearance program on vacant parcels and in rural hillside areas which requires the quarterly removal of vegetation. This assists in reducing the fire hazards in Camarillo.

## **Resources Affected**

There are some residential communities in the hazard zones and more that are located adjacent to them. The only vital services that are located in the hazard zone are Edison Company power transmission lines.

## **Nature of Information**

The location of the hazard zones are determined by using U.S. Geological Survey Quadrangle sheets which are not entirely current. These zones were then modified slightly using aerial photos. The boundary lines of the hazard zones, therefore, should be considered approximate. The actual location of brush is the most important criteria.

## **Other Findings**

The fire hazard threat, although it can be somewhat alleviated by fuel management, will exist as long as man interacts with the natural vegetation.

A significant threat exists to buildings unless their ornamental plantings and trees are properly maintained by removing dead limbs, cleaning the ground of leaves and litter, and keeping the plantings well watered.

## **RECOMMENDATIONS**

### **Management Programs**

1. When feasible, a comprehensive fuel management program should be instituted to reduce the fire hazard by the Fire District.



2. In any such fuel management program, the particularly hazardous areas identified in the text should be given highest priority.
3. Promote the planting of orchards on the margins of the hazard zone as productive fuel breaks.
4. Encourage brush clearance around structures in fire hazard areas and planting of fire resistant plant material.
5. Where applicable, take measures to reduce the threat of spreading fires wherever fire hazardous trees are planted as windbreaks in fire hazard areas.
6. Develop a program to reduce the spread of fires by riparian (river bottom) vegetation on the major rivers and creeks.

## **Development Controls**

7. Where applicable, all future developments in the hazard zones should include vegetation replacement, fuel breaks or a long term comprehensive fuel management program as a condition of approval of tentative tract maps.
8. Setbacks for structures in fire hazard zones should be increased to allow for minimum clearance around structures on the same lot that the structure is constructed upon or that arrangements be made for common clearance around a group of structures as in No. 7 above.

## **STRUCTURAL DEFICIENCIES**

### **General Discussion**

The greatest cause of life loss and property damage in an earthquake is the effect the shock has on manmade structures. A major cause is the inability of structures to resist the strong lateral forces created by earthquakes. There is now sufficient knowledge to construct structures which can withstand fairly high lateral forces, and seismic safety can be achieved through careful development and construction practices.

This section focuses on the evaluation and identification of hazardous structural deficiencies, and the development of land use and construction standards to minimize hazards. Local inventories of the hazard are not available and are beyond the scope of this report.

An understanding of the types of structures and their response to earthquakes is essential. Table 1 and 2 summarize building types and their response to seismic forces. Briefly, unreinforced masonry, brick and concrete buildings are very susceptible to damage in earthquakes. Parapets, chimneys and other appendages

are also hazardous when not properly attached or reinforced. Seismic safety standards in buildings were not required until 1933, after the Long Beach earthquake. Upgradings of the building code have occurred periodically since then.

Seismic structural safety is twofold, involving prevention of the hazard and abatement of hazards already existing.

The hazard increases as density of settlement increases, as unsafe structures continue to be used, and as new seismically inadequate structures are built.

In 1960 an earthquake in Agadir, Morocco, calculated at a Richter magnitude between 5.5 and 6.0 shook Agadir's 33,000 inhabitants. After it was over, 12,000 persons had been killed and 12,000 were injured from structural failures. The most prevalent construction material was older masonry which varied from rammed earth (with mortar of mud and sand) to more modern construction of stone or clay tile with mortar ranging from weak mud and sand to good quality sand cement. None of the masonry was reinforced. The second most prevalent types of construction was usually a very poor quality reinforced concrete which had not been designed to resist lateral earthquake forces.

In magnitude, this earthquake compares to the Point Mugu earthquake of February 21, 1973, which measured 5.7 on the Richter scale. This moderate shock caused minor damage in the Point Mugu-Oxnard area.

The 1971 San Fernando earthquake, calculated at a Richter magnitude of 6.6, was a moderate shock near a highly developed area and a test of the modern city's ability to undergo seismic shock. There were 59 deaths directly attributed to earthquake effects. Had the earthquake centered twenty miles farther south close to the center of population in metropolitan Los Angeles, it would have done much more damage and caused the collapse of many more old buildings. Had it occurred three hours later, there would have been many more occupants in the buildings that did collapse. Had the freeways been crowded, the bridges that collapsed would have caused many more deaths and injuries, and other casualties would have resulted from automobile accidents caused by the sudden disruption of the thoroughfare. Had the earthquake occurred when more people were on downtown streets there would have been many more casualties from falling debris.

Finally, the lower San Fernando Dam had only four feet of freeboard after its partial failure; had it failed completely--or even after emptying was well along--an area inhabited by 80,000 people would have been inundated.

The 1971 earthquake pointed out major structural deficiencies in the ability of old and new buildings to undergo seismic stress. The San Fernando Veterans' Administration Hospital had a number



of buildings built between 1925 and 1927 without earthquake resistance measures which were severely damaged. Forty-six persons died in the collapse of two such buildings constructed of reinforced concrete frame. The Olive View Medical Center buildings were constructed of reinforced concrete under earthquake resistant standards. It suffered extensive damage including the collapse of the first floor of the two-story psychiatric building, causing the deaths of three persons. Structural weaknesses appeared in connectors of roofs to masonry or tilt-up walls in commercial or industrial buildings, and inadequate reinforcement of some concrete columns, leading to collapse.

The cause of structural deficiencies may be any one or combination of factors. Construction practices, policies on land use, enforcement of building codes, and rehabilitation programs have not always considered the consequences of seismic activity.

Building Codes are the basis for establishing criteria to meet seismic safety standards. The goal of seismic safety was aptly expressed by the Structural Engineers Association in their publication, "Recommended Lateral Force Requirement and Commentary, 1963," when discussing the purpose of the seismically oriented building codes. The intent is to construct structures which will:

1. Resist minor earthquakes without damage.
2. Resist moderate earthquakes without structural damage, but with some nonstructural damage.
3. Resist major earthquakes of the intensity of severity of the strongest experienced in California, without collapse, but with some structural as well as non-structural damage.



# Table 1

## TYPES OF BUILDINGS AND PAST PERFORMANCE

Steel Frame Buildings. During the 1971 San Fernando earthquake, no significant structural damage was experienced by any completed earthquake resistive steel frame building in the Los Angeles area. Many did suffer other kinds of damage resulting in a maximum loss, in one case, of \$200,000, or about 1% of the value of the building.

Older steel frame non-earthquake resistive buildings performed much more poorly. While none sustained structural damage, many experienced non-structural losses amounting to over 5% of assessed market value.

Concrete Frame Buildings. The experience of the 1971 San Fernando quake showed that earthquake resistive concrete frame buildings performed generally as well as steel frame buildings when located 15 to 25 miles from the epicenter. Of the high-rise buildings which suffered the highest amount of damage, however, many more were of reinforced concrete than steel.

Unreinforced Concrete Block and Hollow Clay Tile Buildings. Older buildings of non-reinforced concrete block laid in sand-lime mortar are extremely vulnerable to earthquake damage. Many of this kind of building suffered slight and moderate damage in San Fernando, and a few experienced severe damage.

Brick Buildings and Reinforced Brick Buildings. Brick and reinforced brick buildings also do very poorly in earthquakes. In the San Fernando quake, pre-1940 brick structures suffered much more severe and moderate damage than any other type.

Reinforced Masonry Buildings. Most of these buildings were built under modern building codes and can be considered generally safe. Their weakness in San Fernando was joint failure, leading occasionally to detachment of roof from walls.

Steel and Sheet Metal Buildings. Metal-sided buildings usually used for storage and factories, perform very well in earthquakes because of their light weight and flexibility.

Wood-Frame Buildings. Wood-frame structures have the best earthquake performance record of all older and smaller buildings. Their light mass accounts for much of their low susceptibility to damage.

Source: Tri-Cities Safety Study, p. 74-75

## Table 2

### BUILDING COMPONENTS AND PAST PERFORMANCE

Parapets and Chimneys. Probably the greatest loss of life from earthquakes has resulted from the failure of unreinforced unit masonry, particularly unreinforced brick parapets on commercial buildings. Persons on the streets or inside buildings are often injured by such falling masonry. Chimneys can also be a great hazard in houses and small apartments.

Signs and Appendages. Signs, marquees, canopies and general ornamentation extending out from buildings pose a great potential hazard in earthquakes if not adequately anchored to the building.

Facades. Two kinds of hazards can be caused by building facades. Masonry veneer facades inadequately anchored can be shaken loose by an earthquake, causing danger similar to parapets. On the other hand, open glass facades as on stores, can cause amplified twisting to the building and shattering of glass on the sidewalk.

Ceilings and Hanging Items. Plaster ceilings and ceiling tiles are often shaken loose during an earthquake, as are poorly anchored hanging fixtures, resulting in human injury.

Building Concerns. Heavy furniture, appliances, bookcases, machinery, etc. often are thrown about during earthquake shaking and can cause damage and injury.

Access Routes. Stairwells and doorways are often blocked after earthquakes. Doors and elevators are often inoperative.

## GENERAL EFFECTS OF THE HAZARD

### Primary Effects

The primary effects of the hazard is the loss of life and property. During an earthquake, structures can be expected to undergo the forces of fault displacement or ground-shaking. If a structure is built over faults which rupture, it will inevitably be severely damaged. However, the area affected is localized over the fault. On the other hand, ground shaking effects normally extend over many square miles and structures can be built to resist such forces.



The damage sustained by a structure is dependent on its condition and the intensity of the forces affecting it. Ground motion is excited by the propagation of waves which emanate from the epicenter of an earthquake. During the 1971 San Fernando earthquake, at the Pacoima Dam, the forces exceeded 1.25 g and there was almost continuous accelerations ranging from 0.5g to 0.7g for 12 seconds. Previously .5g was considered to be the maximum that could be transmitted by an earthquake.

Structures include buildings, utilities, gas, water and sewage lines, bridges, and dams. In the 1971 San Fernando earthquake, it has been estimated that over \$500 million worth of damage occurred and 58 deaths were directly attributed to the earthquake, nearly all from structural failures. Approximately 850 homes, 65 apartment buildings and 574 commercial/industrial buildings were so damaged that they were vacated; some 4,800 homes, 265 apartment buildings, and 1,125 commercial/industrial buildings had appreciable damage, and about 30,000 structures had lesser damage.

The collapse of five new freeway overpasses disrupted transportation arteries. The converter station at the Pacific Intertie of PG&E completed in 1970 suffered \$30 million worth of damage.

The General Telephone Company suffered \$4.5 million in damages and 10 - 20,000 customers lost service for a month. Gas pipelines broke because of ground deformation and 17,000 customers lost service for 4 - 12 days. Water pipes ruptured in over 1,000 places, and the lines were plugged with sand and debris put into the system from damage at the Lower San Fernando Dam.

## Secondary Effects

A major secondary effect is the disruption of transportation, communication, and power systems. Structures which house disaster services, fire stations, and hospitals should remain operational after an earthquake. The disruption of transportation arteries could prevent movement of emergency vehicles.

Another effect is the cost of rebuilding. Replacing or rehabilitating a building often costs more than the original construction. Some things can never be replaced. Reinforcement during construction adds only 1% - 2% to the cost. Both government and individuals are burdened with heavy replacement costs.



# **GENERAL INVENTORY OF THE HAZARD**

## **Location**

At the present time there is no comprehensive survey or information available on the location of structural deficiencies in Ventura County. Such an inventory would identify the seismic risk that presently exists, through survey and evaluation of public buildings, hospitals, schools, churches, industrial buildings, freeways, dams, utilities, and so forth. From this the need for the abatement of this risk can be evaluated and programs developed.

## **LOCAL DISCUSSION**

In a general survey of the older portion of Camarillo by the Ventura County Building and Safety Department, a majority of the residences were substandard.

Though "substandard" reflects many deficiencies and not necessarily seismic safety, nearly all of these structures were built before 1933. Wood frame residences are generally safer, but if they were built over 40 years ago and not kept in good condition, a hazard could exist.

## **DEFINITION OF THE HAZARD ZONE**

No delineation of a hazard zone was possible within the scope of this study. Such a zone could only be developed after a survey identifying and classifying various structures that may create seismic hazard.

The following criteria could be considered as guidelines for determining whether a building is in need of inspection for structural deficiencies. These criteria were presented in the report of the Joint Committee on Seismic Safety to the State Legislature.

1. The building was constructed before 1933, or a later designated date by the proposed State Commission on Seismic Safety.
2. The building lies within a one designated as probably subject to substantial earthquake shaking.
3. The building has load-bearing unreinforced masonry walls using lime and mortar, and wood floors and roof.

# **MANAGEMENT RESPONSIBILITY**

## **Investigation**

Structural deficiencies continue to be studied by the Structural Engineers Association of California, who have a statewide Seismology Committee. This committee was first formed in 1957 to resolve differences in existing codes and prepare a single set of recommendations for lateral-force criteria, now in the Uniform Building Code.

In 1969 the State Legislature formed the Joint Committee on Seismic Safety. It has conducted hearings and investigations of past disasters, developed current standards, policies, and program proposals. Their final report, "Meeting the Earthquake Challenge," was published in January, 1974.

Information on structural characteristics of buildings throughout the City should be gathered by the City Planning Department.

## **Warning and Alleviation**

In 1970, the State Legislature required each city and county to adopt rules and regulations contained in the Uniform Building Codes, 1970, Uniform Plumbing Code, 1970, Uniform Mechanical Code, 1970, and the National Electrical Code, 1971. However, local entities have the ability to adopt these provisions as the situation warrants, and may develop stricter regulations.

The City Council is responsible for the development and implementation of building standards and the alleviation of hazardous situations. These policies are enforced by the Building and Safety Departments.

"Substantial increases in earthquake resistance can be achieved with little increase in cost, if there is proper coordination on seismic safety measures and needs between architects, planners, engineers, and other professionals concerned with the location, design and construction of buildings." (Carl B. Johnson, Consulting Structural Engineer, Los Angeles).

Construction of public schools (excluding state colleges and universities) and of hospitals are regulated by the state. The Department of Transportation is responsible for state highways and freeways. The Department of Water Resources is responsible for the safety of dams in California, except federally owned dams.



## **FINDINGS**

### **Probability of Occurance**

A major earthquake in or near Ventura County is inevitable. From the past performance of structures in earthquakes, it can be assumed that a significant hazard does exist in Ventura County; however, there can be no definitive statement, since a local inventory is not available.

The hazard can be reduced through careful land use planning and adequate reinforcement of structures. Maximum earthquake safety can be achieved through formulating engineering standards for new construction, enforcing such standards, and reviewing existing structures and repairing or replacing those found hazardous.

## **RECOMMENDATIONS**

1. Survey all structures and identify any existing hazard that may be evident by physical criteria appearance.
2. Review and determine if there are any publicly owned structures, hospitals, schools, fire stations, churches, and buildings that could expose a large number of persons to injury in case of structural failures.
3. Identify all structures which meet one of these criteria as in need of further consideration as a possible hazard.
  - a. Building was constructed before 1933, or a later designated date established on an evaluation of the area's history with respect to design and standards and effectiveness of enforcement.
  - b. Building lies within a zone designated as probably subject to substantial shaking.
  - c. Buildings constructed with reinforced masonry and brick walls and wood floors and roofs.

#### **Elimination and prevention of the hazard:**

4. Eliminate the most hazardous structures through the removal or reinforcement of the structure against seismic forces. Priorities should be decided based on these criteria (not in any order of priority):
  - a. Those facilities whose continued performance is critical immediately after an earthquake.



- b. Those structures whose failure would cause significant numbers of injuries and perhaps substantial loss of life.
  - c. Those structures whose failure would result in an unacceptable level of potential economic loss to the community.
- 5. Continue to implement land use policies which would restrict certain structures from being built in ground-shaking hazard zones.
  - 6. Continue to implement building codes which reflect the most recent findings in the field of structural seismic safety.
  - 7. Continue to support adequate enforcement of the building codes by employing a technically qualified staff.
  - 8. Continue to support any means to insure the general availability of earthquake insurance.

## EVACUATION ROUTES

Evacuation routes in Camarillo are dependent upon the event and need for evacuation. During a breach of the Bard Reservoir, the only required evacuation route would be the movement onto high ground out of the flood plain which is generally north of Ponderosa, westerly of Ponderosa and Las Posas and easterly of Calleguas Creek northerly of Ventura Freeway. In the event of a major chemical spill or other significant disaster, the city would be evacuated using Highway 101 for east and westerly traffic or Lewis Road for evacuating the residents to the north or south.

The City of Camarillo has formed a disaster preparedness team composed of the fire, police, city employees, and volunteer groups which will come together in the event of a community disaster, be it an earthquake, dam break, plane crash, or other emergency. This team conducts regular disaster preparedness drills and would coordinate the evacuation of areas of Camarillo.

## HAZARDOUS MATERIALS

The City of Camarillo in conjunction with the County of Ventura has adopted a hazardous waste/materials management plan which addresses the storage, disposal and use of hazardous materials. The county plan is presently being reviewed by the State Department of Health Services. Once the county receives state approval, Camarillo will have 180 days to either adopt a hazardous waste/materials management plan consistent with the approved county plan or incorporate by reference the applicable portions of the county plan into the city General Plan. As part of either action the city will expand the Zoning Ordinance and Industrial Performance Standards to address the storage, use, and disposal of hazardous materials. The implementation of this plan will also result in the use of more stringent planning and siting criteria in the review of land use proposals.

Hazardous materials in context of the Plan are found throughout the city and encompass the paints and cleaning solvents commonly found in the home along with the chemicals commonly used in the commercial and industrial areas of the city. No area in Camarillo is exempt from hazardous materials and procedures need to be established for the storage and disposal of these materials. The county plan outlines a countywide program for the management of the use, storage, and disposal of hazardous materials which can be used in developing an expanded program for Camarillo.

Hazardous Material means a substance or substances which because of quantity or concentration, or physical, chemical, or infectious characteristic may either a) cause or significantly contribute to an increase in mortality or an increase in serious



illness; or b) pose a substantial present or potential hazard to human beings or the environment. The County Hazardous Waste/Materials Management Plan includes a strategy for the management of these materials countywide.

## **RECOMMENDATIONS**

1. Coordinate with the county in the implementation of the Hazardous Waste/Materials Management Plan to ensure that the plan conforms to state law and includes the latest information regarding the storage, use, and disposal of hazardous materials.
2. Amend the Zoning Ordinance and Industrial Performance Standards to address the storage, use, and disposal of hazardous materials.
3. Review and revise as appropriate the Hazardous Waste/Materials Plan at three-year intervals in accordance with state law and to ensure that appropriate changes in technology are addressed.
4. Establish siting criteria for industrial uses which utilize highly toxic hazardous materials.

## **Correlation Between Safety Element and Land Use Element**

The Safety Element has been designed to address the public safety needs projected by the land uses as illustrated on the Land Use Element of the General Plan. It is appropriate to examine each application when it is submitted for development to ensure that they do not subject people or property to unsafe situations as described in the Safety Element. Developers are responsible for providing studies regarding the potential unsafe situations and whatever improvements are necessary to correct the problem. During the evaluation of each land use in respect to the Safety Element, the city shall take into consideration the actual design of the project in regard to geotechnical studies, flood hazards, public safety, evacuation, and the use, storage, and disposal of hazardous materials.

When considering a land use change for a particular area under the Land Use Element of the General Plan, it is also necessary to reassess the Safety Element to make sure that the various classifications or intensities of development are compatible with the geotechnical studies, flood hazards, public safety, evacuation routes, and the use, storage, and disposal of hazardous materials. In addition, the residual impact of that project on existing facilities under the Safety Element of the city should be examined. To assist in implementing the correlation between the Land Use Element and the Safety Element, the following policies shall be implemented and used in evaluating each project:



1. Development applications shall be reviewed to ensure that appropriate information regarding geology, flooding, and hazardous materials has been submitted.
2. Development projects shall incorporate appropriate setbacks from faults.
3. Development projects shall be free of flood hazard.
4. Development projects shall not create problems associated with the storage, use, or disposal of hazardous materials.



# HAZARDOUS WASTE MANAGEMENT

## I. INTRODUCTION

### A. The Problem of Hazardous Wastes

#### 1. Impacts to the Environment, Health, and Economy

Hazardous waste is a by-product of modern industrialized society. Many common products ultimately generate hazardous waste in their manufacture. These include hair dye, oven cleaners, paint, air fresheners, garden pesticides, etc.

Impacts from hazardous waste affect the environment, health and the economy. Much of the awareness of the dangers of hazardous waste was not existent until the 1960's. Hazardous waste was not generated in significant quantities until after World War II. The computer industry rapidly grew with the advent of transistors and micro circuitry. Breakthroughs in chemistry and physics and manipulation of organic compounds worked together to produce chemical compounds which had previously never existed in nature.

The products, materials and wastes of society had drastically changed, however, society's method of dealing with them had not. Materials and waste which could cause death, permanent physical impairment and mutation were handled and treated as any other waste. They were discharged to sewers, rivers, injected into land and allowed to seep into groundwater. Not until personal tragedies and devastating effects on wildlife occurred did anyone take notice.

Within Ventura County, impacts from hazardous substances have occurred when past practices of disposing of hazardous waste conflict with the increased need for developable land. Such is the case when old waste sites, initially located in remote areas, are later discovered as development expands into those areas. An example of this is the Dunes development in Oxnard. The Dunes area had been used as an oil field waste disposal site and was subsequently abandoned. When a housing development was constructed on the site, the oilfield waste was discovered when residents dug into the soil. The site is undergoing study and remedial actions will take place prior to development in the area.



The greatest percentage of soil and groundwater contamination from hazardous waste in Ventura County is from oil field production wastes and products. In 1983 in Ventura County, 10,000 gallons of gasoline leaked from seven underground storage tanks and contaminated groundwater supplies. The extent of the problem and the need for rigorous monitoring of storage tanks can be seen when one considers that one gallon of gasoline can contaminate one million gallons of drinking water to an unsafe level (1ppm).

The specific health effects and solutions to the hazardous waste management problems in Camarillo and Ventura County will be different from areas which have a high concentration of electronics industries. However, the potential to contaminate groundwater basins, drinking water wells, and to adversely affect human health still remains.

## 2. The Magnitude of the Problem in Ventura County

The growing magnitude of the need for proper management of hazardous waste is demonstrated by the fact that at the end of World War II, "only" 500 thousand metric tons (2,200 lbs/ton) of hazardous waste per year were produced in the United States. A national survey conducted by the Environmental Protection Agency (EPA) in 1981 estimated that 264 million metric tons of hazardous waste were generated nationwide. By contrast, the southern California region generates a total of 1,000,000 tons of hazardous waste (1986). It is predicted that this amount could increase by 40% by the year 2000 for the southern California region.

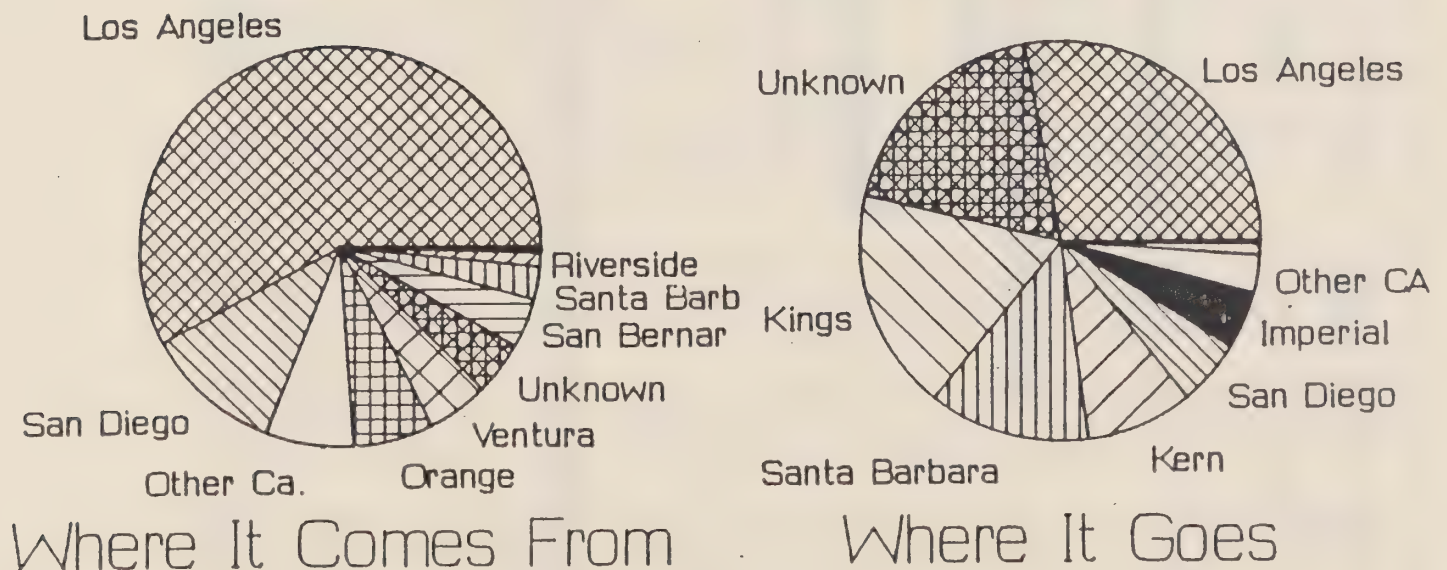
Ventura County generated over 34,850 tons of hazardous waste, excluding oil field drilling mud, in 1985. This represents less than 2% of the total regional waste and less than 1% of the total waste generated in the State. Seventy-five companies contributed to 95% of all hazardous waste shipped from Ventura County for land disposal in 1985. Hazardous waste volumes increased in Ventura County in 1986 to 53,062 tons. This was due to a large site cleanup and leaking underground tanks which resulted in over 38,000 tons of contaminated soils. Figures 1 and 2 show relative volumes of waste generated by each County in 1986 along with waste disposal by each County.

Although, 1986 waste volumes are over 53,000 tons in Ventura County, actual manifested volumes generated by industry is approximately 15,000 tons. Manifested volumes generated by industry has decreased due to the fact that 12 major generators among others, have installed on-site treatment systems which have reduced their waste volumes by

80%. Twenty companies will eliminate land disposal through recycling. The remaining 15,000 tons of industry generated hazardous waste can be further reduced 25-35% through the use of available technologies.

Although Ventura County generates a relatively small percentage of wastes for the total southern California area, this amount still contributes to the need for hazardous waste treatment and disposal facilities. This is why a primary goal of hazardous waste management programs is to reduce the amount of hazardous wastes through source reduction, recycling and on-site treatment to a point where off-site disposal is minimal or no longer necessary.

## Hazardous Waste in So. California (1986)



Source: CA DoHS Haz. Waste Info. System

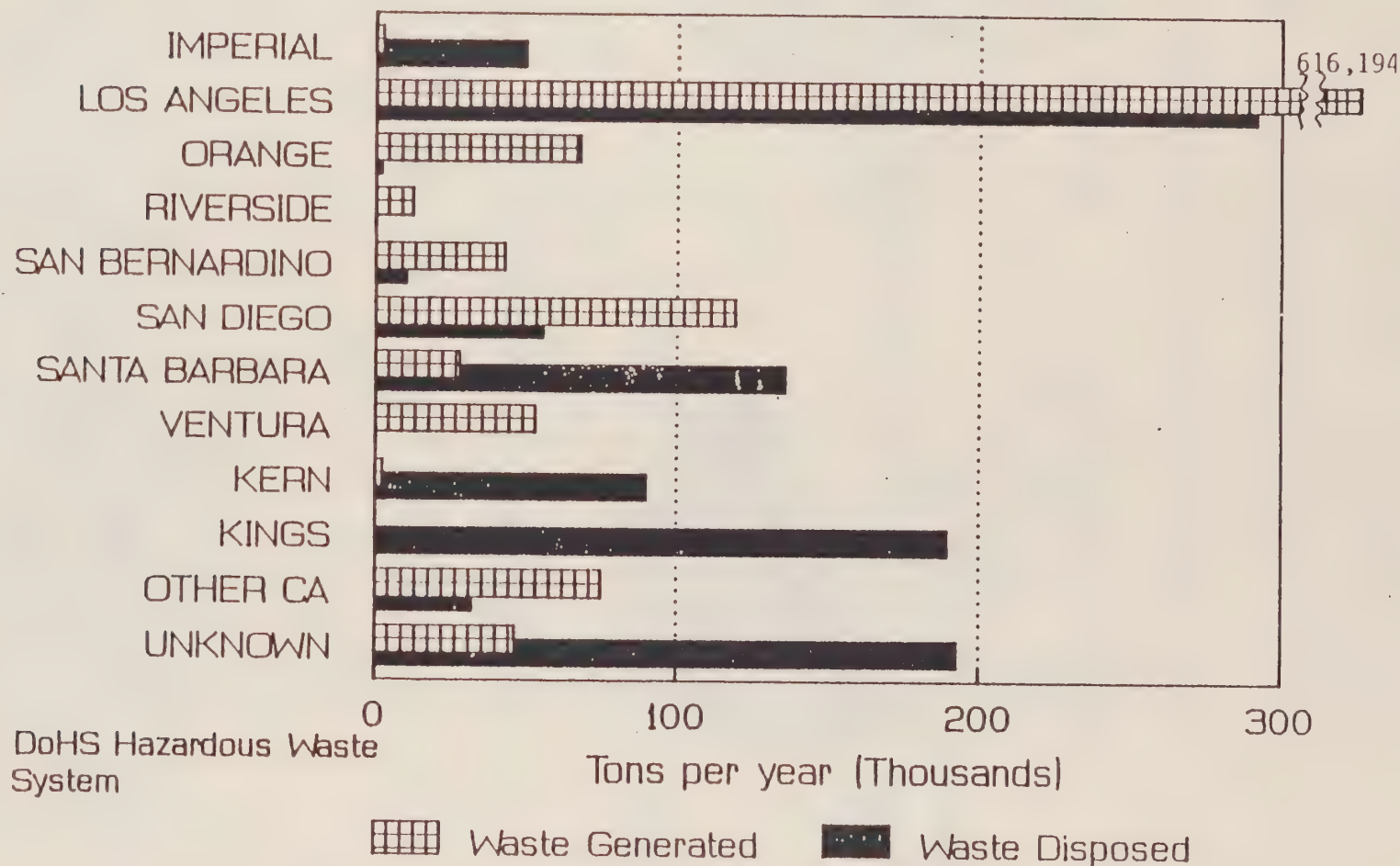
Note: Kern and Kings Co. Wastes are Underestimated due to incomplete data

Source: Southern California Hazardous Waste Management Authority, Sept. 1987

**Figure 1**

# Hazardous Waste Generation and Disposal in Southern California (1986)

COUNTY Note: Kern and Kings Co.s underestimated



Source: Southern California Hazardous Waste Management Authority, Sept. 1987

**Figure 2**



## B. The Plan

### 1. History

The Ventura County Board of Supervisors authorized preparation of a Hazardous Waste Management Plan (CHWMP) in 1986. The ten cities in the County adopted the Hazardous Waste Management Plan in 1989 and the State Department of Health Services certified the plan in 1990. The City of Camarillo is implementing the plan by incorporating the portions of the plan which pertain to Camarillo into the General Plan Safety Element. The parts of the plan which pertain to County and regional programs which do not require actions by the city have not been incorporated into the city plan. This has occurred with the knowledge that the County will implement the regional components of the county Hazardous Waste Management Plan.

To clarify the discussion throughout the Hazardous Waste Management component of the Safety Element, the following definitions of hazardous material and hazardous waste are provided.

Hazardous Material: A substance or combination of substances which, because of its quantity, concentration, or infectious characteristics, may either:

- a. Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or
- b. Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Unless expressly provided otherwise, the term "hazardous material" shall be understood to also include extremely hazardous material. (22 CAC, Section 66084)

Hazardous Waste: A waste, or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may either:

- a. Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness.
- b. Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

.. Unless expressly provided otherwise, the term "hazardous waste" shall be understood to also include extremely hazardous waste. (Section 25117, Health and Safety Code).

The hazardous waste component's main purpose is the topic of hazardous waste management. However, three sections of the hazardous waste component include recommendations for hazardous materials management where this augments the goal of effective waste management. These three sections are New Industry, Storage, and Transportation.

Basically, a hazardous material is any substance which, if improperly handled, can be damaging to the health and well being of humans. Such materials may be classified as poisons, corrosive chemicals, flammable materials, explosives and oxidizers, and reactive material. Hazardous material becomes hazardous waste when the material has been used for its original intended purpose and is discarded or recycled.

A discussion of infectious waste has been included even though it is not included in the definition of a hazardous waste under the state Resource Conservation and Recovery Act. The proper management of infectious waste is discussed in the California Administrative Code, Title 22. Infectious wastes are potentially disease producing wastes generated from hospitals and other medical facilities.

The intent of the Hazardous Waste Management component of the Safety Element is to provide the public and decision makers with information and policies for management of hazardous waste. The County Hazardous Waste Management Plan includes a technical document which presents information and background on the existing programs for regulation and management of hazardous waste and discussed the issues and problems. The city will adopt this document as a supplemental report to the General Plan.

## 2. Program Objective

The overall objective of the Hazardous Waste Management component of the Safety Element is to "ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed, which protects public health and the environment" (California Health and Safety Code, Chapter 6.5, Division 20, Section 25100 et. seq.).



3. Future Facility Consistency Findings with the CHWMP

According to state law an off-site hazardous waste disposal facility shall not be established unless the City Council makes a determination that the facility is consistent with the CHWMP approved by the Department of Health Services. A finding of consistency for any single or multi-county off-site facility with the CHWMP shall be based on consistency with siting criteria presented in the approved CHWMP, and on need which has been demonstrated when a local land use decision is being made (AB 2948 Tanner). Additionally, any facility must be in conformance with hazardous waste management policies set forth in this component and local approval of the facility shall be in conformance with Section 21081 of the Public Resources Code (CEQA).

4. Commercial Off-Site Hazardous Waste Facility Permit Process

Any permit for a commercial off-site hazardous waste facility must comply with the Guidelines set fourth in Guidelines for Siting Specified Hazardous Waste Facilities under AB 2948, prepared by the Office of Permit Assistance, Office of Planning and Research. The permit process for the Hazardous Waste Facilities has been changed from the previous practice. Among other requirements, a Notice of Intent must be filed with the State Office of Permit Assistance (OPA) within the Office of Planning and Research, 90 days prior to filing an application with the City of Camarillo. OPA assists in public meetings, decision making deadlines, and processing of permits.

In addition, a Local Assessment Committee (LAC) must be appointed by the City Council. The LAC negotiates with the facility proponent on conditions of approval, represents the residents of city and advises the legislative body of the city on the terms of project approval. (Section 25199.7, Chapter 6.5, Division 20, Health and Safety Code).

Hazardous waste facilities will require a Transfer, Storage, Disposal Facility (TSDF) Permit from the Department of Health Service, a land use permit, permits from the Regional Water Quality Control Board, local sewerage entity, and Air Pollution Control District, only to name a few. Additional permits may be necessary depending upon the facility location. Because of the numerous permitting entities, the OPA will function to coordinate and ensure all appropriate agencies have been contacted.



# SITING OBJECTIVES

<u>Objectives</u>	<u>Factors</u>
Protect the residents of Camarillo	Proximity to residences Proximity to populations Proximity to schools, parks, churches Proximity to immobile populations Proximity to hospitals Capability of emergency services
Ensure the structural stability of the facility	Flood hazard areas  Areas subject to seiches, and storm surges  Proximity to active and potentially active faults  Slope stability  Subsidence/liquefaction  Dam failure inundation areas
Protect surface water	Aqueducts and reservoirs  Discharge of treated effluent
Protect groundwater	Proximity to supply wells and well fields  Depth to groundwater  Groundwater monitoring reliability  Major aquifer recharge areas  Permeability of surficial materials  Existing groundwater quality

## Objectives

## Factors

Protect air quality

Non-attainment areas

Protect environmentally sensitive areas

Wetlands

Proximity to habitats of threatened and endangered species

Recreational, cultural and aesthetic resources

Public facilities and military reservations

Areas of mineral deposits

Ensure safe transportation of hazardous waste

Proximity to areas of waste generation

Distance from major route

Structure fronting minor routes

Proximity to residential areas along the transportation route

Highway accident rate

Capacity versus ADT of access roads

The siting criteria will be utilized by the city to evaluate the hazardous waste disposal facility proposal throughout the preapplication, permit, and CEQA review processes. As in the case with any project proposal, full disclosure of permit requirements, siting criteria, project impacts and mitigation will be the method employed for project review.

### 5. Facility Appeal Process

The Tanner Bill (AB 2948) contains not only provisions for preparation of CHWMPs but also sets forth an appeal process whereby a proponent or any interested person may file an appeal of a land use decision made by the city for a specified hazardous waste facility project with the Governor or the Governor's designee. An appeal board is designated by the Governor or designee. A process for public hearings and review of the land use division is established and the appeal board ultimately issues a

written decision. The basis for the appeal board's decision follows in its entirety.

"If the appeal board agrees with the land use decision of the local agency, the appeal board shall state its reasons for this position. If the appeal board agrees with the proponent's appeal, the appeal board shall issue a tentative decision stating that the local agency's land use decision should be reversed."

The appeal board shall not reverse the local agency's land use decision unless the appeal board makes all of the following findings:

- a. That the significant environmental impacts of the specified hazardous waste facility project will be adequately mitigated.
- b. That the specified hazardous waste facility project was consistent with the applicable city or county general plan when the local agency accepted, as complete, the proponent's application for a land use decision. For the purpose of this finding, a project is consistent with the applicable city or county general plan if the appeal board makes one of the following determinations:
  - (1) The appeal board may determine that a specified hazardous waste facility project that is not a land disposal facility project is consistent with the general plan if the appeal board makes all of the following findings:
    - (a) The project is proposed to be located in an area zoned and designated in the applicable general plan for industrial use and substantially developed with other industrial facilities which produce, treat, or dispose of hazardous waste on-site and which are served by the same transportation routes as the proposed facility. In addition, the land uses authorized in the applicable general plan and zoning ordinances in the vicinity of the project is compatible with the project.
    - (b) There is no clear and express provision in the general plan which states that such a specified hazardous waste facility project is inconsistent with the general plan, or, if there is such a provision, the provision was adopted after January 1, 1983.



- (c) The specified hazardous waste project is consistent, as determined by the appeal board, with the general plan.
- (2) The appeal board may determine that a specified hazardous waste facility project is consistent with the applicable city or county general plan if the project is a land disposal facility project, and if all of the following apply:
  - (a) There is no clear and express provision in the general plan that states that such a specified hazardous waste facility project is inconsistent with the general plan, or, if there is such a provision, the provision was adopted after January 1, 1983.
  - (b) The project is consistent, as determined by the appeal board, with the general plan.
- c. That the specified hazardous waste facility is consistent with the county hazardous waste management plan, if such a plan has been adopted by the county, and approved by the department, pursuant to Article 3.5 (commencing with Section 25135).
- d. That alternative locations for the specified hazardous waste facility project, as identified in the environmental impact report for the project and in the county hazardous waste management plan, if one has been approved by the department, have been adequately considered by the appeal board in determining the appropriateness of the location chosen for the project.
- e. That reversing the local agency's land use decision is consistent with statewide, regional, and county hazardous waste management policies, goals and objectives. In making these findings, the appeal board shall consider all of the following factors:
  - (1) Whether or not a need for the specified hazardous waste facility project has been demonstrated.
  - (2) Whether or not the specified hazardous waste facility project is of a type, and in a location, that conforms to statewide, regional, or local hazardous waste management policies.
  - (3) Whether or not the specified hazardous waste facility will be operated using the best feasible hazardous waste management technologies." (Section 25199.11, Chapter 6.5, Division of Health and Safety Code).

.. The intent of this appeal process is to avoid long litigation over facility siting and to establish a process whereby needed facilities which are environmentally feasible are located within the State of California.

6. Hazardous Waste Process Diagram

Figure 3 provides a general diagram of the process whereby hazardous waste is generated, stored, utilized and disposed. A basic understanding of the existing system is needed to meaningfully discuss possible changes to the system. This diagram will be referenced in later sections to discuss in more detail the issues associated with each phase of hazardous waste management.

All of the existing hazardous waste management programs fall within one or more of the diagram categories shown on Figure 3. In effect, Figure 3 is a visual outline of the production, storage, use, transportation, and disposal of waste. This overall system must be properly managed to safeguard the public health and the environment. By focusing on this system, this plan hopes to identify its key components and assess the degree to which they are managed and planned.

# HAZARDOUS WASTE/MATERIALS MANAGEMENT DIAGRAM

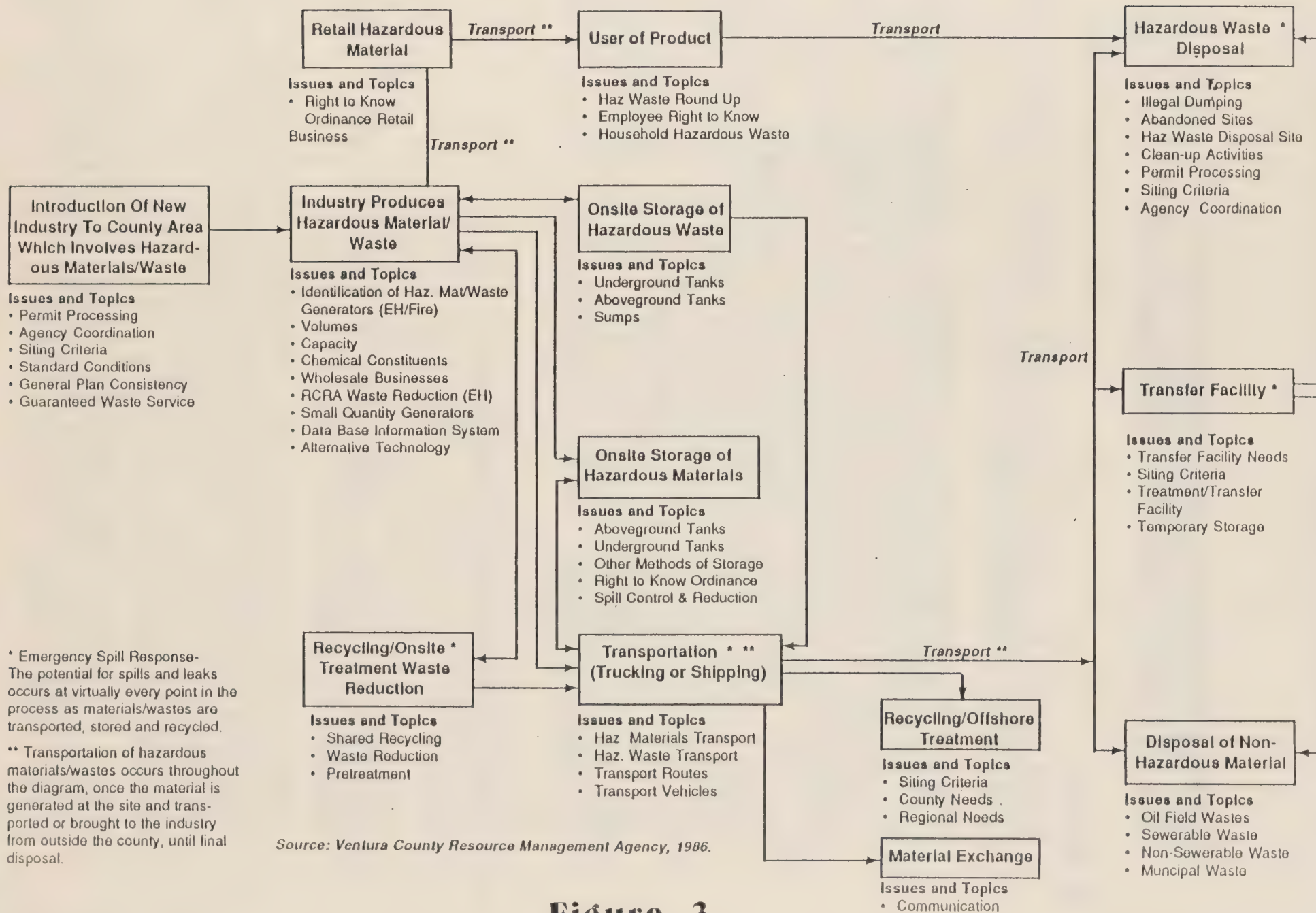


Figure 3



# NEW INDUSTRY AND EFFECTIVE HAZARDOUS WASTE MANAGEMENT

## I Issue

Proper siting of industry which handles hazardous waste is the first step in protecting public health and the environment from unnecessary exposure to hazards.

Siting and properly locating industries and business which handle or store hazardous waste involves a land use decision. The single most important tool available to local governments for management of hazardous waste is the control of land use. Communities can utilize the land use review process to require incoming firms (or existing firms planning on expansion) to use state-of-the-art technologies and sound management practices.

The City of Camarillo is subject to all applicable, existing, Federal, State and local laws for proper management of hazardous waste. The policies and implementation tasks identified in this component must be carried out in compliance with existing law.

The following options, solutions and policies will help agencies and districts support and direct new and expanding industry in effective hazardous waste management. In addition, requirements for waste minimization, recycling and possible onsite treatment will provide industry a savings in raw materials, disposal costs and potential liability.

## II Goals, Policies and Programs

### A. Goal

To properly direct the siting and permitting of industry or business which stores, generates, handles, treats, or recycles hazardous waste for maximum possible protection of public health and the environment.

(NOTE: Goals and policies for commercial, offsite treatment, transfer, storage, recycling, disposal facilities, and appropriate siting criteria are discussed in the treatment, storage, and disposal needs and siting criteria sections of this component.

### B. Policy

Ensure the General Plan, Municipal Code, all entitlements and permits prepared in compliance with the California Environmental Quality Act, direct the siting and permitting of business, which store, treat, handle, recycle, hazardous waste, to the most

suitable locations for protection of public health and environment; and/or ensure appropriate mitigation for protection of public health and the environment; and encourage waste reduction.

C. Programs/Implementation

1. Program - General Plan

Provide clear policy direction, criteria and general land use controls for businesses which generate hazardous waste.

- a. Hazardous waste shall be managed by the waste management hierarchy whereby source reduction is the first priority followed by onsite recycling, onsite treatment, offsite recycling, offsite treatment, with disposal as the last resort.
- b. Siting criteria for locating industry which may generate, store, or handle hazardous waste and hazardous materials include the following:
  - o Avoid location near existing or proposed schools, hospitals, residential neighborhoods and other sensitive land uses such as parks or areas where large numbers of the public assemble.
  - o Locate business and industry which handle significant quantities or types of hazardous waste/materials within areas designated for industrial land uses.
  - o Locate within close proximity of designated major highways and designated access routes, including available emergency services. Highways and access routes should provide safe access with respect to road conditions and level of service.
  - o Avoid locations where there is run-off into surface waste resources. If this is unavoidable, appropriate runoff control facilities shall be provided.
  - o Avoid locations on topographical gradients of more than 20%.
  - o Avoid locations which overlie aquifer recharge areas and existing or potential sources of drinking water unless connected to the sewer system.

- o Avoid locating near wetlands and biologically sensitive areas (i.e., rare and endangered species habitat, wildlife areas, etc.).
- o Locate, within an area where there are stable geologic characteristics of soil, including type and low permeability.
- o Avoid location overlying or within floodplains, earthquake faults, seiches or surge areas.
- o Avoid locations where climatic conditions and prevailing wind patterns may carry smoke and emissions to an adjacent or nearby residential/commercial area.

Where possible, do not allow facilities in the sensitive areas listed above. If unavoidable, precaution must be taken through approved site plan design and mitigation to protect sensitive areas, public health and the environment.

- c. Based on the 1987 State General Plan Guidelines, discuss and map within the General Plan, when updated, information showing an inventory of sites for production, use, storage, and disposal of hazardous waste and materials. This information will be available through implementation of the Community Right to Know Law.

NOTE: The above recommendations apply to businesses which generate hazardous waste and hazardous materials. This recommendation, therefore, goes beyond the scope of the enabling legislation for this Plan, but not beyond the State General Plan Guidelines. This recommendation is considered one way of unifying the approach to hazardous waste and hazardous materials management.

## 2. Program - Ordinances

Amend the Zoning Ordinance and the Industrial Performance Standards, where applicable, to provide specific performance standards and appropriately restrict or direct land uses which involve storage, recycling, and treatment of hazardous waste and hazardous materials.

Accomplish the following tasks:

- 1. Expand the Industrial Performance Standards to include commercial and industrial standards for the storage, use, and disposal of hazardous materials.



2. Review the Zoning Ordinance for the types of uses allowed in each zone. Uses which involve significant volumes of hazardous waste and hazardous materials should be designated to an appropriate zone which limits proximity to residential uses or requires buffer zones. Deem existing uses which are considered incompatible as non-conforming. Wherever possible, integrate and unify the Zoning Ordinance within the requirements of the Uniform Fire Code for hazardous waste and hazardous materials storage and use.

3. Where separation of land uses is not possible establish buffer zones as part of the site design criteria for new industry which handles hazardous waste and hazardous materials. Locate land uses compatibly to protect the public health and environment from hazards.

It is intended that siting criteria for new industry would apply to new business or any major modification to an existing business. The City of Camarillo must determine the status of uses which may be non-conforming.

4. Expand the zoning ordinance to require that each change of use in the industrial and commercial zones to present a program to the Planning Department which explains their storage, use, and disposal of hazardous materials. Included in this will be a listing of the hazardous materials and the quantity to be maintained at that site.
5. Apply Buffer zones to water production, storage and distribution facilities which store chlorine gas (this may also be a requirement of Uniform Fire Code).
6. Review uses, such as churches, which are allowed in heavy industrial zones, for potential exposure to hazardous waste and hazardous materials, and mitigate possible health threats. Any existing churches or other potentially incompatible land uses should be reviewed in relation to their surrounding land uses and, if necessary, encouraged to relocate.

### 3. Program - Discretionary Permits

Revise land use permit applications and site plan requirements to integrate and reflect existing requirements for hazardous waste and hazardous materials storage, handling, etc. The following tasks should be accomplished:

- a. Amend the permit applications and environmental questionnaire to request storage and site design requirements as part of the Community Right to Know Law.
- b. Performance review of permit applications and environmental questionnaire by the Environmental Health Division, the Fire Departments, Sanitation Districts, and APCD to determine if questions are effective in obtaining useful information from project applicants handling hazardous waste and hazardous materials.
- c. Provide within the permit applications an attachment which lists examples of commonly used hazardous materials associated with a particular use identified in the zoning ordinance.
- d. Develop standard conditions to reflect requirements for acquisition of hazardous waste generator permits, underground tank permits within the Environmental Health Division (EHD), hazardous materials storage permits from the Fire Department and pretreatment requirements from the Sanitation Districts.

For example, enforceable conditions should be developed for "Spec" buildings where the changing business uses can be monitored for compliance with Hazardous Waste and Hazardous Materials programs.

Site Plan design consistency with the above permits should be a requirement of approval of a Planned Development permit, Zoning Clearance or Building Permit, or Conditional Use Permit.

- e. Develop standard conditions to require businesses and industry which generate hazardous waste to reduce, recycle, and develop on-site treatment to the greatest extent possible.
- f. Include site plan information on waste reduction, recycling, and storage and pretreatment processes.
- g. Make contractual agreements with the county Environmental Health Division to review each business license, and other permits. Camrosa and the Camarillo Sanitary Districts should continue to review occupancy of commercial and industrial buildings.
- h. Monitor hazardous waste and hazardous material by establishing an inventory of sites used for production use, storage, and disposal of hazardous waste and hazardous material.



- i. Require regular audits as a permit condition for "significant" volumes of hazardous waste and hazardous materials.

Methods:

- Change and amend project applications, conditions and site review requirements.
- Ongoing coordination and review of permits and site plans for proper storage and waste reduction of hazardous waste and hazardous materials.

5. Program - Environmental Review

Integrate proper hazardous waste management into the environmental review process. The following tasks should be accomplished:

- a. The Initial Study Checklist should utilize those volumes which are exempted from the Hazardous Materials Ordinance (Amended Uniform Fire Code), the Hazardous Generator Program and the pretreatment standards for Sanitation Districts as the threshold for levels of significance. Any volumes greater than this would be a significant impact.
- b. Include in the environmental review process a discussion of the flow of hazardous materials through the production process and the points where wastes are generated or released. (This type of information is contained in the pretreatment program application for Sanitation Districts).
- c. Mitigation Measures for "significant" volumes of hazardous materials should be in compliance with the Uniform Fire Code and Building and Safety requirements.
- d. Provide information on the volumes being stored aboveground/underground and inside or outside of structures.
- e. Include mitigation for "significant" volumes of hazardous wastes such as alternative treatment technology, waste reduction recycling and on-site treatment.
- f. Determine volumes and types of wastes which are discharged by the industry to a Publicly Owned Treatment Works (POTW), through the project questionnaire. Applicants should be advised about compliance with pretreatment requirements and the need to coordinate with the district operating the POTW.



Methods

- Change and amend Environmental Review Process.

6. Program: City Regulators and Education

Coordinate multiple agency regulations with each local permitting agency by the following:

- a. Establish a Memorandum of Understanding (MOU) between the State DOHS, County Environmental Health, Air Pollution Control District (APCD), Sanitation Districts, and Fire Department to coordinate the planning phase of businesses which handle hazardous wastes and hazardous material.

An effective MOU would formalize the relationship between the various permitting agencies. The requirements of each agency should be defined in a centralized permit system. Permit procedures, inspection, and monitoring requirements from all involved agencies should be clearly described to let businesses know the complete range of operating and waste discharge requirements. This information should be provided to businesses prior to initiating the permit process.

An MOU should provide for local inspections of onsite pretreatment systems. Some Sanitation Districts in the County inspect onsite treatment systems under their pretreatment ordinance, but this is not a practice with all sanitation districts. An MOU should ensure the following:

- (1) Conduct preliminary meetings for project developers to inform businesses of potential requirements.
- (2) Require Pretreatment Program review and sign-off prior to issuance of Zone Clearances.
- (3) Final inspections should be coordinated with Pretreatment Program staff and Building and Safety.
- (4) Projects which only require tenant improvements shall provide a plan for the storage, use and disposal of hazardous materials to the Planning Department. If necessary the Planning Department will have the plan reviewed by the Fire Department, APCD, and the Environmental Health Department.

- (5) Require annual reports by the businesses regarding their storage, use, and disposal of hazardous materials to the Planning Department.

# STORAGE OF HAZARDOUS WASTE

## I. Issue

Storage of hazardous waste is an integral part of "cradle to grave" management. Storage of hazardous waste is regulated by several different agencies depending on the type of storage regulations. Storage regulations are aimed at preventing contamination of the environment by release of hazardous waste into the air, water, or soil. For this reason, the regulations concerning storage of hazardous waste deal with the type of storage which would most likely result in water, soil, or air contamination of significant magnitude.

Improper storage of hazardous waste and hazardous materials results in cleanup of a hazardous waste. Most of the contaminated soil manifested in Camarillo for hazardous waste transport and disposal are due to leaking underground tanks which contain hazardous materials such as gasoline, diesel fuel and aviation fuel. As mentioned in the hazardous waste component introduction, hazardous materials are not within the approval authority of the DOHS, however, recommendations for materials are encouraged for adoption and can be implemented by local jurisdictions.

In the past, hazardous waste and hazardous materials were stored without any further concern about what would eventually happen. Eventually, storage containers weathered and corroded, released their contents and adversely affected human health and the environment. As a result of a nationwide problem, specific programs have been developed for the safe storage of hazardous waste and hazardous materials.

Regulations and programs for hazardous waste and hazardous material storage can be separated into three general categories:

1. Regulations and programs for underground tanks;
2. Those for all methods of storage under the Full Disclosure law;
3. Those which place time limitations on storage of hazardous waste generators.

These programs are the responsibility of several agencies within the County and Camarillo which include the Environmental Health Division and the Fire Department. More detail is provided in the Technical Document which has been incorporated by reference, on these programs. The following goals, policies and programs



are intended to promote coordination and effectiveness of the various programs.

## **II. Goals, Policies and Programs**

### **A. Goal**

Minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocation resulting from the improper storage of hazardous waste and materials.

### **B. Policy**

Ensure existing and new programs and plans direct the proper and safe storage of hazardous waste and hazardous materials for protection of public health and the environment.

### **C. Programs/Implementation**

#### **1. Program - Speculative Buildings**

The existing permit review process should incorporate the principles of safe hazardous waste and hazardous materials storage. Tasks to accomplish this include the following:

- a. Occupancy of speculative buildings should be reviewed by Fire Departments, Environmental Health, and Planning Department for "Full Disclosure" and hazardous waste reduction. This should apply to industry which stores, generates hazardous waste and handles hazardous material.
- b. Any change in use in a speculative building shall include the same level of review.

#### **2. Program - Above Ground Tanks**

Inspect above ground tanks which contain hazardous materials on a regular basis. There are presently no clear specifications in the regulations. Consistent requirements are needed which establish, if necessary, secondary containment, berm height, run-off requirements for outdoor storage, etc.

#### **3. Program - Comprehensive Data Base ("Community Right to Know" and Hazardous Waste Generator Data)**

The City of Camarillo should coordinate with the County in investigating the possibility and feasibility of a comprehensive data base for hazardous waste and materials. This can be accomplished by contracting with a consultant

to determine the data needs of each program. The cost for contracting with a consultant to determine the feasibility of a comprehensive data base is estimated to be \$10,000 to \$20,000 (1986). This report would be prepared by the County of Ventura.

Hazardous waste and hazardous materials generation should be monitored through a multi-media approach. Hazardous wastes that are transferred to air, water and soil can be comprehensively monitored through existing programs.

Methods:

- City/County meetings.
- County will hire consultant to determine needs and feasibility of comprehensive data base.

4. Programs - Training/Education, Inspection/Enforcement, Prioritizing Inspection/Enforcement

- a. Cross training of employees from EHD, Fire Districts, and Sanitation Districts, would help coordinate inspections.
- b. Increase education and business involvement to properly inform businesses about the requirements for hazardous materials/waste storage.
- c. Establish or designate a standing committee to ensure intergovernmental coordination of hazardous waste generator inspection, underground tank and hazardous materials storage programs. This committee could also arbitrate the conflicting requirements between agencies and departments.
- d. The feasibility of consolidating inspections for the various programs involved in hazardous waste and materials storage should be investigated. The possibility of consolidation of fees for each of these programs should also be investigated.
- e. Assess the need for, and propose if needed, additional personnel and funding to the inspection programs for hazardous materials and waste storage. Thorough and well supported programs should reduce costs and future liabilities associated with tank leaks, emergency spills and fires from onsite storage of hazardous materials or wastes.

Methods:

- Training classes.

- Designation of coordination committee (Hazardous Materials Task Force).
- Determination of feasibility and inspection consolidation plan.



# HOUSEHOLD HAZARDOUS WASTE

## I. Issue

It is evident from the success of the household hazardous waste collection program held in the City of Ventura, there is a need for a household hazardous waste management system in Camarillo. Given the expense and technical expertise necessary for sponsoring collection programs, however, one cannot expect each city to be able to sponsor their own household hazardous waste collection programs without financial and technical assistance. A significant portion of the funding for the City of Ventura collection program was in-kind services and other donations. Although it may be possible to sponsor other round-up programs by soliciting funding, as the City of Ventura and the VRSD did for their program, there are other alternatives, such as an increase in Solid Waste fees.

These funds may be utilized to set up a series of household hazardous waste collection days and also a number of permanent drop-off locations. Because of the high costs associated with the packaging, transportation and disposal of collected wastes, recycling should also be promoted at these events, especially paint and paint products.

Public education should also be an integral part of a household hazardous waste management system. The reason for this is that understanding the environmental and financial ramifications of the improper disposal of household hazardous wastes will allow citizens to modify their lifestyles to become less dependent upon these materials.

## II. Goals, Policies and Programs

### A. Goal

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, storage and disposal of household hazardous waste.

### B. Policy

To create, direct and support specific programs in Camarillo which will minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, storage and disposal of household hazardous waste.

C. Programs/Implementation

1. Program/Tasks - Make collection facilities more available to household generators of hazardous waste through:

- a. Establishment of regularly scheduled household hazardous waste collection days located so as to provide access to the majority of citizens in Camarillo.
- b. Establishment of permanent drop-off locations for household hazardous waste with some or all the following considerations:

- Permanent drop-off locations at landfills, fire stations and other locations where citizens can deliver their household hazardous waste on a regular basis.
- The County Environmental Health Division will investigate a memorandum of understanding with the State Department of Health Services to provide for local permits and regulating of permanent collection facilities for Household Hazardous Wastes.
- Two or more sites should be established in the County. One could be provided for the western half and the other for the eastern half of the County. One alternative for facility locations is to establish multiple drop-off locations with two major collection transfer facilities.

c. Siting Criteria for Permanent Drop-Off Locations

Permanent Household Hazardous Waste Collection facilities are subject to the same criteria used to site commercial offsite treatment, transfer, incineration, recycling and disposal facilities.

- Facilities should be located on either publicly owned or privately owned property, and can be either publicly or privately operated. Preference would be given at this point to publicly or privately owned and/or operated facilities. Priority should be given to siting locations which are most suitable for protection of the public and the environment;
- Investigate site locations on City, County, State or Federally owned land.

- d. Implement a Countywide fee assessment to support the program with residential trash billings.

Methods:

- Develop programs through continued meetings with the SWMD.
- Preparation of a siting study and determination of permanent drop-off locations.

2. Program - Initiate a public education campaign to inform Camarillo residents about household hazardous waste and hazardous materials.

Methods:

Include, but do not limit to, the following information:

- Coordinate with appropriate educational groups.
- Develop work plan.
- Household products which are considered hazardous;
- Substitute products which can be used in lieu of hazardous substances;
- The hazards associated with improper disposal of household hazardous substances;
- The following suggestions: purchasing only the quantity needed, use of all of the substance on hand, donation of excess to friends and neighbors.

3. Encourage source reduction and recycling of household hazardous waste.

Methods:

- Public education.
- Local ordinances.
- Legislation.
- Paint and paint products round-up days.
- Establishment of a waste exchange program.

4. Program - Increase revenues and reduce costs for operation of household hazardous waste collection days and permanent drop-off locations.



.. Methods:

- Increase solid waste fees to generate necessary revenue to support any or all of the above programs.
- Charge fees at drop-off locations to cover the costs, in whole or in part, for household hazardous waste collection programs; or establish a household fee for permanent collection sites.
- In order to reduce the costs associated with household hazardous waste collection programs, support cost effective disposal/treatment capacity for small quantity hazardous waste generators so they will have an alternative to using household hazardous waste drop-off facilities.

# TRANSPORTATION OF HAZARDOUS WASTE

## I. Issue

The transportation of hazardous waste is one of the more significant factors in hazardous waste management, because of the mobility factor. All areas of the County have the potential to be affected. Hazardous waste travel in, out, through, and within Ventura County via five modes of transportation: air, highway, pipeline, rail, and water. The largest volumes travel via highway, and via water through the Port of Hueneme. Camarillo's central location makes it prone to hazardous waste impacts from four of the five transportation modes. Although not a requirement of DOHS guidelines and legislation, hazardous materials transport has been included in this discussion because an improperly transported material becomes a hazardous waste once spills and accidents occur; and enforcement of both wastes and materials is the responsibility of the same agencies once these are transported. It is stressed here that the most important consideration is the transport of hazardous waste. More restrictions are placed on the transport of waste simply to ensure their ultimate destination to an appropriate facility.

In order to control the potential for danger to populations and the environment from emergency releases of hazardous waste, a series of designated routes for transporters are proposed. Already designated are a series of routes for the transportation of explosives.

This section contains maps outlining transport routes in addition to charts outlining the current transportation system for hazardous waste and hazardous materials in Ventura County.

While various regulations exist for the transportation of hazardous waste and hazardous materials, the following additional recommendations are considered necessary in order to strengthen and enhance the existing regulatory system.

## II. Goals, Policies and Programs

### A. Goal

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the transportation of hazardous waste and materials.



**Figure 4**



MANAGEMENT OF HAZARDOUS WASTE/MATERIALS TRANSPORTATION IN VENTURA COUNTY

	AIR		HIGHWAY		PIPELINE		RAIL		WATER	
	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials
Regulatory Agency(s)	N/A <sup>1</sup>	Dept. of Transportation, Federal Aviation Admin., <sup>2</sup> Coty. Ag. Commissioner	Dept. of Transportation, Calif. Hwy. Patrol <sup>3</sup>	Dept. of Transportation, Calif. Hwy. Patrol <sup>3</sup>	N/A <sup>1</sup>	Dept. of Transportation, State Fire Marshal (liquids), Public Utilities Comm. (gas)	N/A <sup>1</sup>	Dept. of Transportation, Fed. R.R. Admin., <sup>2</sup> Public Utilities Comm.	Dept. of Transportation, U.S. Coast Guard, <sup>4</sup> Calif. Coastal Com., P.H. Wharfinger	Dept. of Transportation, U.S. Coast Guard, <sup>4</sup> Calif. Coastal Com., P.H. Wharfinger
Pertinent Regulations	N/A <sup>1</sup>	49 CFR; State Ag. Code, Chp. 15; Calif. Admin. Code, Title 3, Chp. 6	Calif. Admin. Code, Chp. 13; Vehicle Code, Div. 13, Chp. 5	Calif. Admin. Code, Chp. 13; Vehicle Code, Div. 13, Chp. 5	N/A*	49 CFR; Government Code, Sections 51010.6-51020 (liquids); PUC General Order 112-D (gas)	N/A <sup>1</sup>	49 CFR, Public Utilities Code	40 CFR, 33 CFR, Public Resources Code, Sect. 8; Calif. Coastal Act	33 CFR, Public Resources Code, Sect. 8; Calif. Coastal Act
Methods of Regulation	N/A <sup>1</sup>	licensing of pilots; inspection of: airplanes, sites, records, facilities; permits to apply materials; advance notice of intent of operation	manifest, placarding, vehicle certification, insp. stations, on-road insp.	shipping papers, placarding, tank certification, <sup>5</sup> insp. stations, on-road insp.	N/A <sup>1</sup>	pressure checks on pipelines, inspection of records of: owner inspections and maintenance, staff training.	N/A <sup>1</sup>	waybills, placarding, insp.	licensing of transporters, manifest, advance notice of entry, ID stkr., insp.	shipping papers, advance notice of entry, insp.

386.32

**Table 1**

	AIR		HIGHWAY		PIPELINE		RAIL		WATER	
	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials
Frequency of Inspection	N/A <sup>1</sup>	periodic unannounced	annual comprehensive insp., infreq. vehicle and tank insps.	annual tank <sup>5</sup> insp., infreq. vehicle insp.	N/A <sup>1</sup>	random announced, annual announced	N/A <sup>1</sup>	unannounced, periodically upon entry into R.R. yard	between 1-3 yrs., after any accidental release	between 1-3 yrs., after any accidental release
Specialized Hazardous Substance Inspectors	N/A <sup>1</sup>	Yes	Yes	Yes	N/A <sup>1</sup>	No	N/A <sup>1</sup>	Yes	No	No

<sup>1</sup>No waste, or no measurable volume of waste, travels by this mode of transportation in Ventura County.

<sup>2</sup>This agency is a branch of the Department of Transportation.

<sup>3</sup>This state agency enforces Department of Transportation regulations which are encompassed in state regulations.

<sup>4</sup>This federal agency enforces Department of Transportation regulations.

<sup>5</sup>Only those vehicles which transport flammable or combustible materials are required to undergo inspection.

EXISTING SYSTEM FOR TRANSPORTATION OF HAZARDOUS WASTE/MATERIALS IN VENTURA COUNTY

	AIR		HIGHWAY		PIPELINE		RAIL		WATER	
	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials	Waste	Materials
Substances Transported	None	pesticides	various	various	N/A*	crude oil, refined oil prod., natural gas	volumes too negligible to measure	anhydrous ammonia, chlorine, propane, styrene	mainly offshore oilfield wastes, bilges	various
Physical Form	N/A*	liquid, powder	gaseous, liquid, solid	gaseous, liquid, solid	N/A*	gaseous, liquid	N/A*	gaseous, liquid, solid	liquid, solid	gaseous, liquid, solid
Pattern of Movement with Relation to Ventura County	N/A*	within	out, through	in, out, through, within	N/A*	in, out, through, within	N/A*	in, out, through, within	in	in, out
Stipulated Routes/Routing Requirements	N/A*	None	Calif. Vehicle Code, Div. 14, Chp. 5, Sec. 31303 Calif. Admin. Code, Chp. 13	None	N/A*	Ventura County Zoning Ordinance, Section 8107-5.5.5; Ventura County Coastal Zoning Ordinance, Section 8175-5.7.13	N/A*	None	None	None
Transporters	N/A*	licensed private operators	regist. private transporters	private transporters	N/A*	private petroleum production companies, Southern Calif. Gas	N/A*	mainly Southern Pacific Trans. Company; Ventura Coty. R.R.	regist. private domestic transporters, foreign transporters	private domestic transporters

\*No waste, or no measurable volume of waste, travels by this mode of transportation in Ventura County.

**Table 2**



## B. Policy

To create, direct, and support specific programs in Camarillo in order to minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the transportation of hazardous waste and hazardous materials.

1. Program - Establish a mechanism to promote standardization of new and existing legislation and regulations at the state level for hazardous materials and hazardous waste transportation.

### Methods:

Development of an umbrella statute for hazardous materials similar to Title 22 of the California Administrative Code, which regulates hazardous wastes from "cradle to grave." This comprehensive approach to hazardous materials management, from "producer to ultimate user," should include, but not be limited to, the following:

- Standardization of various regulations and language between regulatory agencies involved in hazardous waste and hazardous materials enforcement.
- Decrease the placarding threshold for materials from 1,000 lbs. to 250 lbs.
- Require placarding of materials destined for commercial use in certain cases.
- Increase or establish penalties for materials transportation violations similar to those for hazardous waste.
- Require annual, comprehensive vehicle inspections for materials transporters.
- Creation of a more comprehensive uniform shipping paper for materials transporters similar to the uniform manifest for waste transporters.
- Close the loopholes in the Materials Safety Data Sheet.

2. Program - Adopt the proposed set of optimally safe main vehicle transportation routes within Ventura County (see maps)

NOTE: The mapped routes only provide the primary routes for through traffic in the county. The map is not intended to provide a network connecting all possible areas in the

county including points of generation, treatment, storage, and disposal.

Designated routes are to be

- Highway 101 and the Conejo Grade inspection station (scales) as the "backbone" of the designated routing network.

Secondary routes are to be

- Highway 126 with the full-time operation of CHP portable scales in Fillmore.
- Route 118 with the full-time operation of CHP portable scales in Moorpark.
- Route 23, once extended, to connect with Route 118. Western Highway 118 should then be undesignated until freeway is completed to Highway 126.

Enforcement of hazardous waste/materials transportation regulations is to be carried out by existing enforcement personnel (CHP).

Investigate the feasibility of restricting hazardous waste and hazardous materials traffic to designated alternate routes during peak traffic hours.

3. Program - Establish a designated set of the most safe vehicle transportation routes within Camarillo.

Methods:

Include the following specific criteria for designation of transportation routes:

- Identification of firms and areas requiring hazardous materials shipping access.
- Identification of residential areas.
- Identification of alternative routes.
- Identification of sensitive facilities (schools, hospitals, etc.) and environmentally sensitive areas.
- Evaluation of accident probability and severity.
- Identification of emergency response capabilities.
- Evaluation of accessibility to designated main and secondary transportation routes.

.. Routing of through traffic transporting hazardous waste and/or hazardous materials should avoid heavily populated areas.

NOTE: The above route designations and requirements will work together with routing requirements for commercial offsite hazardous waste facilities.

4. Program - Support and encourage siting of (transfer) facilities which are available to businesses which generate small quantities of hazardous waste.

Methods:

- Support establishment of one or more permanent transfer stations for businesses which generate small volumes of hazardous waste.
- Encourage the use of portable treatment either of on-site or some other easily accessible location.
- Transfer facilities shall be subject to the Commercial/Industrial Performance standards and Zoning Ordinance requirements.



# INFECTIOUS WASTE MANAGEMENT

## I. Issue

Infectious waste is not mandated by state law and has been included at the discretion of City of Camarillo, SWMD staff and the Advisory Committee.

The regulation of infectious wastes is accomplished by the Ventura County Environmental Health Division, through the Infectious Waste Policy and Procedures Plan. The Plan has thus far been effective in monitoring the disposal of infectious wastes and inspections indicate a current high degree of compliance. Small generators continue to be unregulated. However, a recent study of small generators by the Environmental Health Division determined the quantity of infectious wastes attributable to small generators to be insignificant. The study also concludes that most small generators are aware of proper methods for disposing of infectious waste.

The only disposal site for infectious wastes in the county, the Simi Landfill, is not currently accepting infectious waste, autoclaved or otherwise. This requires some waste to be transported farther for disposal, at greater cost and at greater risk to the population in the vicinity of the transportation corridor. At this point in time, there is no manifesting requirement for infectious wastes and the major transportation routes have not been identified.

## II. Goals, Policies and Programs

### A. Goal

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the management of infectious wastes.

### B. Policy

To create, direct, and support specific programs in Camarillo in order to minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the management of infectious wastes.

### C. Programs/Implementation

#### 1. Program

Increase efforts to monitor the transportation of infectious wastes.

.. Methods:

- Coordinate with the County Environmental Health Department in investigating the need and feasibility of requiring manifests for infectious wastes.
- Identify infectious waste transportation routes.

2. Program

Determine the feasibility of locating an incineration facility, whether public or private, for infectious waste within the county.

Methods:

- Coordinate with responsible agencies.
- Determine feasibility.

3. Program

Approximately 179 tons of infectious waste is generated annually from medical facilities in Ventura County. In addition, approximately 2,560 gallons of liquid waste is generated. Infectious waste tonnage data, as reported in this section, is merely a cursory survey. To provide more comprehensive information, infectious waste volumes should be monitored by the county on an annual basis.

Methods:

- Establish a data base.
- Phone surveys.
- Develop an inventory of facilities in conjunction with each city in the county. Camarillo will provide an inventory of infectious waste-generating facilities to EHD.

# EDUCATIONAL AND INFORMATIONAL RESOURCES

## I. Issue

There is a general lack of awareness of the existence and availability of hazardous waste and hazardous materials information by the population of Camarillo. The intention of the Educational and Informational Resources section is to create an awareness of the resources which exist and to make recommendations to facilitate the most efficient dissemination of this information. The three population groups discussed in this section are: Public, Regulators/Emergency Response Personnel, and Generators/Handlers.

For the public, there exists information on hazardous waste for most groups with the exception of school-age children and those persons whose primary language is something other than English (primarily Spanish speakers). There is also no organized system for the dissemination of existing information to any group with the public. Emphasis should be on the establishment of such a system.

For regulators/emergency response personnel, training programs in various hazardous waste and hazardous materials areas exist only within Ventura County agencies. The exception to this is the training program offered by the CHP to local police departments on vehicle inspection procedures and regulations. Emphasis in this area should be on the employment of existing cross training opportunities.

Existing programs for generators are considered to be some of the most comprehensive in the state. These programs include an annual conference sponsored by the County Environmental Health Division and also the Division's ongoing hazardous waste source reduction program. There is, however, a lack of information for generators in the area of waste minimization for new industry. This is the first step in the waste management hierarchy and one which must be dealt with.

Information exists for handlers in the areas of OSHA regulations and underground tanks. For handlers (transporters), there appears to be a lack of knowledge on both the hazardous properties of the cargo being transported and proper emergency spill procedures. The resources exist within the emergency response community for the creation of an educational program for transporters.

The available resources are discussed in detail in the corresponding section of the hazardous waste management component. Contained herein are recommendations considered



necessary for the creation of a system for the dissemination of the information.

## **II. Goals, Policies and Programs**

### **A. Goal**

To create an organized process to gather, catalog and disseminate information on hazardous waste and hazardous materials to the population of Camarillo.

### **B. Policy**

To create, direct, and support an organized process to gather, catalog, and disseminate information on hazardous waste and hazardous materials to the population of Camarillo and Ventura County.

### **C. Programs/Implementation**

1. Program - Creation of a clearinghouse function for hazardous waste information for all target groups in Camarillo and Ventura County.

#### Methods:

- Provide updates on hazardous waste issues through films, newspapers, displays, and a newsletter.
- Coordinate with the county in the development of a brochure for realtors, developers, and local governments to advise them of the requirements for waste minimization, siting criteria, wastewater discharge restrictions, etc., for new business and industry.
- Coordinate with the county in the development of a flyer to be included in rubbish bills to inform homeowners on household hazardous waste and alternative products.
- Coordinate with the county to develop a translation into Spanish of all informational materials.
- Disseminate information to regulators/emergency response personnel and generators/handlers regarding intergroup and intragroup training and education opportunities.

# HAZARDOUS WASTE VOLUMES

## I. Issue

Ventura County generated approximately 53,000 tons of hazardous waste in 1986 which was taken to off-site disposal facilities. This includes 38,000 tons of contaminated soils. By comparison, the Southern California Area Government Hazardous Waste Authority members (Imperial, San Diego, Santa Barbara, Orange, Cities of Los Angeles, San Bernardino, Riverside and Ventura Counties) regional waste production is presently over one million tons per year (1986). Ventura County produced less than 5% of the total regional waste in 1986.

Due to waste reduction efforts over the past two years, Ventura County industry generated approximately 15,000 tons of hazardous waste in 1986. This is a 44% reduction from 1985 and over a 70% reduction since 1984. This amount does not include 38,000 tons of contaminated soils (1986).

The decrease in hazardous waste in 1986 shows that efforts made by a relatively small number of generators can greatly affect total waste volumes. In 1985 there were a total of 1,116 companies in Ventura County which generated hazardous waste. Seventy-five (75) of these companies contributed to 95% of the waste transported to landfills outside Ventura County.

The greatest reduction of hazardous wastes in Ventura County has occurred in acid solutions (reduced 95% from 1985), aqueous liquids (reduced 55% from 1985), and pesticide waste (reduced 95% from 1985). This significant decrease in waste volumes are associated with liquid wastes which are treated by neutralization/precipitation techniques or recycled. Other waste types can continue to be reduced in the future.

Contaminated soils, a significant waste volume of over 38,000 tons in 1986, result from hazardous waste site clean up operations including underground tank leaks, abandoned sites and accidental spills and releases of hazardous materials. Contaminated soils represent more than 1.5 times the total volumes generated by industrial processes in 1986.

The greatest volumes of waste generated by industry in 1986 are alkaline solutions and aqueous solutions (non-metallic inorganic liquid), solvents, waste oils and sludges. These types of wastes can be further reduced and treated prior to off-site disposal. This includes such treatment as neutralization, evaporation, precipitation of contaminants, sorption processes, reverse osmosis, ultrafiltration and distillation.

Total waste volumes are projected to decrease by the year 2000, however, certain waste groups such as solvents and waste oil will continue to increase.

## **II. Goals, Policies and Programs**

### **A. Goal**

To maintain an accurate method of projecting hazardous waste volumes through an effective monitoring and inspection program in conjunction with the review of hazardous waste manifests from the Department of Health Services (DOHS).

### **B. Policy**

Data monitoring is essential to realistically plan for appropriate hazardous waste treatment/disposal facilities. The most complete record of data is most easily maintained at the local level by the Ventura County Environmental Health Division, Fire Department and Sanitation Districts.

### **C. Program**

A comprehensive and coordinated data information system may be cost effective in the future whereby information from all hazardous waste and materials programs could be shared by departments and agencies.

- Encourage the Air Pollution Control District to monitor contaminated soils through Hazardous Waste Management Plan implementation. Information in soils volume treated and allowed to remain on site can be determined by data available from APCD and EHD. Volumes transported off site will continue to be monitored by the DOHS manifest and the EHD generator program.
- Encourage the Environmental Health Division to determine status of 300+ abandoned waste sites in Ventura County.
- Encourage the Environmental Health Division to investigate the feasibility of a comprehensive data system.
- Coordinate with the SWMD in monitoring the effects of Proposition 65 on the need for treatment facilities.
- The Camarillo Sanitary District and Camrosa Water District should monitor hazardous waste sludge from existing industry.



# WASTE REDUCTION

## I. Issue

The primary mechanism for reducing the impacts of hazardous wastes on the environment is waste reduction. The most effective approach to minimizing hazardous waste generation and disposal is the "Hazardous Waste Management Hierarchy." The "Hazardous Waste Management Hierarchy" presents a waste management model whereby hazardous wastes are first reduced at the source, followed by recycling, treatment and disposal.

Waste reduction is considered to be in-plant practices that reduce, avoid or eliminate the generation of hazardous waste so as to reduce risks to health and the environment. "Actions taken away from the waste generating activity, including waste recycling or treatment of wastes after they are generated, are not considered waste reduction. Also, an action that merely concentrates the hazardous content of a waste to reduce waste volume or dilutes it to reduce degree of hazard is not considered waste reduction. This definition is meant to be consistent with the goal of preventing the generation of waste at its source rather than controlling, treating or managing waste after its generation." (Serious Reduction of Hazardous Waste, Office of Technology Assessment).

Ventura County Environmental Health Division has an active Waste Reduction Program. Each of the large generators in the county have been requested to provide plans to the Environmental Health Division showing company plans for waste reduction. the positive approach of the Environmental Health Division in conjunction with the receptiveness of industry has resulted in a waste reduction of 95% for some waste streams since 1985. Overall, Ventura County industry has reduced waste generation by approximately 70% between 1984 and 1986 (this does not include contaminated soils).

The Ventura County Environmental Health Division's program is a demonstration of what can be accomplished through cooperation and economic incentive. All of the waste reduction techniques employed have saved companies millions of dollars.

The City of Camarillo will coordinate with the Environmental Health Division to ensure the continuance of the waste reduction program to further reduce dependence on land disposal and will implement the following objectives:

1. Disseminate information to generators, engineers and plant operators on waste reduction techniques and alternatives.

2. . Work with individual firms to implement waste reduction methodologies.
3. Encourage industries to share information about waste reduction successes.
4. Identify financial resources and incentives for companies needing more capital intensive technologies.
5. Assist in overcoming regulatory barriers that impede waste reduction efforts.
6. Ensure that new industries coming into Camarillo install best available treatment technologies in order to reduce generation of hazardous waste.
7. Determine collection, storage and transfer station needs of small generators.

Ventura County may be able to reduce waste volumes through source reduction by 10 to 30 percent annually (5300 tons to 15,000 tons per year). Additionally, total volumes of waste which can be treated or recycled through either commercial or on-site recycling and treatment methods has been approximated at 10,000 tons per year by the year 2000. Residuals will be left from these treatment/recycling methods which will require disposal to a residuals repository.

Finally, there are misunderstandings and difficulties in regulating Clean Water Act requirements which are more restrictive than hazardous waste requirements in conjunction with on-site treatment. An example of this is when a business shifts to on-site treatment. After treatment, the resulting liquid waste is no longer considered hazardous. The business may then discharge liquids to the sewer system. Depending upon the regulations of the sewerage entity, the effluent may not comply with the Clean Water Act and the discharge requirements. This will result in additional treatment costs which could have been considered at the beginning of the on-site treatment process.

A. Goal

Develop the most effective method of achieving maximum waste reduction, thereby reducing the need for off-site commercial hazardous waste facilities.

B. Policy

Support those programs which provide technical assistance and encouragement for waste reduction and ensure protection of water quality.



1. Program - Waste Reduction

Accomplish the following tasks to promote waste reduction:

- a. Adopt the hierarchy of waste reduction and waste management which emphasizes source reduction. This should be incorporated into the existing waste reduction program.
- b. Set a goal of 10% waste reduction per year for the next five years.
- c. Coordinate with the Environmental Health Agency in developing source and waste reduction goals for individual businesses in Camarillo.
- d. Coordinate with the Environmental Health in the development of an annual waste management report to monitor the progress of waste reduction in Camarillo.
- e. Coordinate with the Environmental Health in identifying economic assistance for hazardous waste generators to employ waste reduction.

- (1) Include the following requirement for new or expanding generators.

"Firms wishing to locate (or to expand existing facilities significantly) shall demonstrate their commitment to the policy of hazardous materials use reduction as a condition for receiving land use approvals and business licenses. Industries may be required to supplement their initial designs with mandatory plans to further reduce the amount and toxicity of hazardous materials required for their manufacturing processes. Their progress toward accomplishing this objective shall be assessed as part of their business license renewal process."

- (2) Implement the recommendations provided in the section on New Industry in Ventura County and effective hazardous waste management. These recommendations include a review of manufacturing processes of each new industry locating in Camarillo to ensure maximum waste reduction, where feasible.
- (3) Conduct the Waste Reduction Program in phases to include future emphasis on source reduction and small to medium size generators.



- (4) Coordinate with the Environmental Health in developing a comprehensive data base for hazardous waste generation in Ventura County.

2. Program - City/County Coordination

Camarillo should contact the Environmental Health Division when new businesses which may generate hazardous waste locate in the city.

3. Program - Industrial Pretreatment and Protection of Water Quality

- a. Improve On-site Treatment of Hazardous Wastes

There should be maximum, feasible treatment of wastewater by industry, prior to discharge to Publicly Owned Treatment Works (POTWs) whenever possible.

- b. Spill Containment

Each business pretreatment system should have a spill containment or diversion pond for accidentally released untreated wastes. Camarillo should develop its own regulations for diversion or spill containment for industry discharging improperly treated wastewater to the POTW. The regulations should require passive containment in the event of improper treatment.

- c. Production Control

One of the greatest potentials for environmental and human exposure is at the site of hazardous materials use and waste production.

Each business which handles hazardous materials (including waste) should have the procedures for use of hazardous materials on file with the POTW, including the Materials Safety Data Sheet (MSDS) and a list of the quantities stored and utilized. This, in conjunction with secondary containment and employee training and education (required by AB 2185 and AB 2187) should provide a mechanism for better protection.

#### Methods

- Industry - improve pretreatment when possible and on-site containment for spills.
- Industry/POTW - establish a procedure for use of hazardous materials at the business and levels of pretreatment.

- POTWs should increase on-site pretreatment process inspection.
  - POTWs should include waste reduction in local sewer ordinances.
4. Memorandum of Understanding Between Permitting Agencies - Centralized Permits

The city should coordinate with the State, DOHS, County Environmental Health Division, Air Pollution Control District (APCD) and Sanitation Districts in establishing a memorandum of understanding which provides for a centralized permit authority under the Clean Water Act, RCRA and the Clean Air Act. The primary agencies involved would be EHD, POTW's, APCD and DOHS.

The requirements of each agency could be described in an MOU. Permit procedures, inspection, monitoring, spill containment should be clearly described to let businesses know the complete range of requirements.

5. Program: City Regulators and Education

a. Tenant Improvements/New Business Moving Into Existing Facilities

- (1) Pretreatment Program final review for compliance should occur as a part of the tenant improvement or certification of occupancy procedure/plan check.
- (2) Source control must be included in the plan check procedure.

b. Other Modifications to Existing Plumbing

- (1) Require authorization from the Sanitary District if plans go through Building and Safety.
- (2) Sanitation Districts should notify Building and Safety of new requirements/modification proposals to ensure that the proper permits are obtained prior to construction.

c. Educational Brochure for All Existing and Incoming Business

All "categorical" industries, as defined by EPA regulations, must be notified of pretreatment requirements. An educational brochure should be made available to existing and incoming businesses which show the jurisdiction of each POTW with explanation

that there are specific pretreatment requirements and telephone numbers for each facility.

The SWMD will prepare an educational brochure in coordination with POTW's.

6. Program - Small Quantity Generator Education Program

A small business education program should be established. A one-page handout would inform businesses of the regulations and the necessary agencies to contact.

The SWMD will prepare an educational brochure in coordination with POTWs.



# SMALL QUANTITY GENERATORS

## I. Issue

For a number of reasons, many small quantity generators of hazardous waste (those generating 1,000 kilograms per month or less) find that, all too often, it is simpler to dispose of their hazardous wastes improperly (disposal in the sewer system or along with other solid wastes) or illegally. These businesses tend to lack the resources, technical expertise or personnel to manage their hazardous waste effectively. They are generally not familiar with hazardous waste regulations, and regulatory compliance may be seen as a low priority aspect of their overall business operation. Other contributing factors to this situation are the lack of education about hazardous waste management practices, and the limited number of convenient and inexpensive collection services.

The primary waste streams from these generators tend to be solvents and waste oils. Other waste streams include printing chemicals from photo labs. The greatest problem with regulating small quantity generators has been identifying them and their waste management problems. The regulatory framework is well established at the state level and the large quantity generators for the most part have a good understanding of the requirements, more attention can be directed toward the needs of the small quantity generator.

## II. Goals, Policies and Programs

### A. Goal

To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use and disposal of hazardous waste by small quantity generators.

### B. Policy

To create, direct, and support specific programs in Camarillo and Ventura County in order to minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use and disposal of hazardous waste by small quantity generators.

Program - Coordinate with Environmental Health in determining and implementing the most effective management strategy(s) for small quantity generators of solvents and waste oil.

Investigate management strategies for other small quantity generators such as printing and photo processing.

## Methods

There are four management alternatives for small quantity generators of solvents and waste oil.

- a. Coordinate with Environmental Health in extending storage limitations from 90 days to 180 days for generators of 100 to 1,000 kg/month. (This is presently allowed in federal regulations but not state regulations.) This will allow accumulation of a larger volume of waste before it must be transported offsite. The cost for transport will be applied to one larger volume rather than many small volumes.
- b. Coordinate with Environmental Health in educating and providing more information to small quantity generators on mobile recycling systems.
- c. Coordinate with Environmental Health in providing a site where small volume generator waste can be transported and treated by mobile treatment or permanent facilities.
- d. Coordinate with Environmental Health in establishing local commercial transfer facilities and/or recycling facilities for the small quantity generator to properly manage hazardous waste.

# COMMERCIAL OFFSITE HAZARDOUS WASTE TREATMENT, TRANSFER, STORAGE, RECYCLING, INCINERATION, DISPOSAL FACILITY NEEDS

## I. Issue

This section reports on the commercial offsite hazardous waste facility need in Ventura County based on projected volumes by the year 2000. The next section presents the siting criteria which must be used to site any proposed facility. This section also includes a program for support of the Joint Powers Agreement for siting of regional facilities.

Ventura County presently has no commercial offsite treatment, transfer, recycling, incineration or disposal facilities. Ventura County requires, to some degree, virtually every type of treatment and disposal method for hazardous waste by the year 2000. It should be noted that these facilities are a regional need and that Camarillo will need to coordinate with the county and the cities in the siting of these facilities. Findings and conclusions on each of the facilities is provided below.

- o Transfer facilities would promote more economical management of hazardous waste and would be beneficial to small generators.
- o "Other recycling" facilities are needed in the county primarily for contaminated soils. This includes treatment methods such as aeration, biological treatment, and chemical oxidation.
- o Solidification/stabilization facilities provide treatment to wastes such as phosphate and sulfur sludges from oil and gas refineries. These wastes must be stabilized before final disposal in a residuals repository.
- o A residual repository is needed for Ventura County wastes, whether it is to be located in the county or elsewhere.
- o Commercial offsite oil and solvent recovery facilities could be established in Ventura County but additional market studies should be done by the facility owner to ensure adequate volumes to support a small facility. Commercial offsite aqueous treatment for precipitation and neutralization may be needed in Ventura County on a small scale to accommodate the small generators.
- o The need for incineration, aqueous treatment of organics, and other recycling is considered small enough that Ventura County wastes alone do not warrant siting of commercial offsite facilities.



- o The greatest number of hazardous waste generators are located in the cities of Oxnard and Ventura on the west end of the county, and in the cities of Thousand Oaks and Simi Valley on the east end. The siting of any commercial offsite facility, especially transfer, treatment, storage, and recycling facilities, should take into consideration that these cities have the largest market areas.
- o If facilities such as transfer, recycling, and treatment are located in Ventura County, there may be a possibility that some portion of the regional need could be met by including market areas from Santa Barbara or San Luis Obispo Counties.
- o Federal law states that the number, type, and size of facilities which can locate in the county cannot be limited or restricted based on the volume of waste generated in the county alone. (Interstate Commerce clause, United States Constitution and U.S.E.P.A. Capacity Assurance Guidelines.)

If Ventura County were to provide for treatment/disposal of its own wastes, based on the DOHS guidelines for small volume facilities, there may be enough waste generated to consider an oil recycling facility and a transfer facility. Other waste treatment/disposal methods and associated volumes are not considered large enough to seriously warrant commercial hazardous waste facilities for Ventura County's needs alone.

## **II. Goals, Policies and Programs**

### **A. Goals**

Plan and ensure commercial offsite hazardous waste facility capacity for Ventura County's needs either within the County of Ventura or through joint use of a facility within another county.

### **B. Policy**

To reduce the need for commercial offsite hazardous waste treatment, transfer, storage, recycling, incineration, and disposal facilities; and to promote the best use of these facilities if established in the county, the following policies should be adopted:

1. Implement the Hazardous Waste Management Hierarchy. (See Figure 3.)
2. Onsite treatment/recycling facilities should be encouraged and/or required for any new industry which generates significant volumes of waste.

3. Joint use of facilities should be encouraged wherever possible for existing businesses located in close proximity to one another.
4. Multi-user facilities should be required or encouraged wherever possible in the development of new industrial tracts.
5. Investigate establishing sites where small volume generator waste can be transported and treated by mobile treatment or permanent facilities.
6. Investigate the establishment of local commercial transfer facilities and/or recycling facilities for the small quantity generator to properly manage hazardous waste.
7. Onsite waste reduction is preferred where economically feasible. Industries using any commercial offsite hazardous waste facility in Camarillo and Ventura County are required to adopt aggressive waste reduction techniques.
8. Investigate siting smaller specialized facilities rather than large facilities is encouraged.
9. Notwithstanding any other provisions of the County Hazardous Waste Management Plan, in processing an application for a local permit respecting a proposed facility, the agency having jurisdiction may find the proposed facility to be inconsistent with the plan, or may limit the capacity of the proposed facility to a level which meets only the county's needs, in accordance with the procedures and subject to all of the limitations set forth in the memorandum from DOHS entitled "Compliance with Guidelines and Clarifications of the Department Memorandum of April 13, 1988." (See Technical Document.)

C. Program Permits for TSDF'S

1. Program - A greater incentive for onsite treatment and waste reduction would occur if the permit system now in effect at the Department of Health Services were changed. The Environmental Health Division should have local authority issuing and regulating a separate permit for onsite treatment/recycling. Presently, EHD will mediate a variance to the TSDF permit for onsite treatment.
2. Programs/Task
  - a. Coordinate with the SWD and EHD in investigating the potential for alternative treatment for contaminated soils whether public or private. This includes drying beds and biological treatment. This can be

accomplished through on-site treatment or siting a drying yard.

3. Program/Task - Regional Coordination - Joint Powers Agreement

County and city representatives should continue to coordinate with surrounding counties for siting of regional facilities which may treat or dispose of Ventura County wastes.

Regional coordination is needed for the following issues: transportation, waste reduction, siting criteria.

Methods

- Joint Powers Agreement.
- Attend meetings.
- Staff of the SWMD will continue to attend Technical Advisory Committee meetings of the Southern California Hazardous Waste Management Authority.

4. Program/Task

Encourage and support siting of treatment facilities for wastewaters with high TDS.

Methods

- Coordinate with the SWMD in determining and quantifying needs for liquid waste treatment.
- Work with potential facility operators to determine feasibility.



# SITING CRITERIA AND GENERAL AREAS FOR COMMERCIAL OFFSITE HAZARDOUS WASTE FACILITIES

## I. Issue

### Siting Criteria for Hazardous Waste Facilities

The Camarillo Hazardous Waste Facility siting criteria is based on the Ventura County Hazardous Waste Management Plan criteria which were developed through the Southern California Area Governments Hazardous Waste Management Authority Siting Manual, December 1985. The criteria were developed through the Authority Hazardous Waste Siting Project. On August 27, 1987, the Authority determined that the Authority's siting criteria will be used for preparation of the regional plan.

The purpose and intent of specific siting criteria for hazardous waste facilities in this section of the plan is to:

- o Formally establish a set of siting requirements which must be adopted and consistently used by siting jurisdictions (i.e., cities and county) in the County of Ventura.
- o Clearly state the requirements of siting hazardous waste facilities for the benefit of the facility proponent and the public.

The siting criteria presented herein are, for the most part, based on the state law for protection of public health and environment. Many of the criteria reflect the requirements of California Code and Regulations, Title 22 and Title 23.

These criteria have been reviewed and refined in conjunction with the Department of Health Services (DOHS), the Ventura County Tanner Plan Advisory Committee and the Southern California Hazardous Waste Management Authority. Since the intent of the legislation which enables preparation of this plan is to develop those facilities which are needed, the use of any criteria more restrictive than those presented must be clearly substantiated by the county and approved by the Department of Health Services.

The siting criteria presented are also used within this plan to map General Areas where facilities might be located. The maps contained within this section are intended to be only illustrative in nature. They are not intended to show optimum locations for specific facilities.

The maps presented in Table 3 are general and do not reflect all the siting criteria. Specific facility siting, which is not the intent of this plan, can be initiated through use of the County

Unified Mapping System, hereby incorporated by reference, and other site specific data which may be developed in conjunction with a specific proposal.

Any significant changes to the maps, except for minor factual corrections which may occur as a result of greater knowledge of resources and environment, will require a formal amendment to the plan subject to review and approval by the cities and the Department of Health Services.

A summary of the siting criteria follows (Table 3). The complete criteria are contained in the technical document of the county Hazardous Waste Management Plan which has been incorporated by reference.

Thirteen of the criteria presented in Table 3 were used to prepare the composite maps shown in Figures 5-1, 5-2 and 5-3. These 13 criteria represent the mappable criteria with the exception of Biological and Cultural Resources.

SUMMARY\*

VENTURA COUNTY  
SITING CRITERIA FOR HAZARDOUS WASTE FACILITIES

Criteria	Chemical Oxidation	Neutralization/ Precipitation	FACILITY TYPE Stabilization Solidification	Transfer/ Storage	Rotary Kiln Incinerator	Residuals Repository
PROTECT THE RESIDENTS OF SOUTHERN CALIFORNIA						
Distance from Residence		A 2,000 foot distance from any facility handling hazardous wastes is recommended. A buffer should be determined through a risk assessment and the CEQA process.				2,000 foot distance from one or more residences.
Distance from Immobile Population		All facilities handling any type of hazardous wastes should maintain a distance of 1 mile. If proposed for less than 1 mile, developer must fund a study for the worst case scenario and distance will be based upon the study.				
Emergency Services		All facilities should locate in areas whose fire departments are trained to deal with hazardous materials accidents. Developer may have to contribute to upgrade local services (Condition of Approval).				
ENSURE STRUCTURAL STABILITY OF THE FACILITIES						
Flood Hazard Area		All other facilities should avoid locating in flood plain unless designed to prevent inundation (Title 23, Subchapter 15 RWQCB).				Prohibited from 100 year flood area (Title 23, Subchapter 15 RWQCB)
Tsunamis, Seiches, and Storm Surges		All other facilities should avoid locating in areas subject to tsunamis, seiches, and storm surges unless properly designed.				Prohibited from these areas (Subchapter 15 RWQCB).

\*All criteria which are not prohibitive require on-site mitigation. See complete criteria, Chapter 11, Attachment 1, Technical Document.

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Table 3



Chemical Oxidation	Neutralization/ Precipitation	Stabilization Solidification	Transfer/ Storage	Rotary Kiln Incinerator	Residuals Repository
	No facilities within 200 feet of an active fault (also a Subchapter 15 requirement, RWQCB)				
	All other facilities should avoid locating in these areas unless properly designed.				Prohibited from areas of landslide and mass movement (Subchapter 15)
	Avoid locating unless properly designed.				Prohibited from areas of subsidence/liquefaction (Subchapter 15).
	All facilities should avoid locating within dam failure inundation areas. (Dependent upon structural safety of dam, mitigation should be acceptable to CRWQCB).				
	Protection from all facilities.				
	All facilities must be located where there are adequate wastewater treatment facilities.				
	All facilities should locate outside of cone of depression created by pumping a well or well field 90 days, unless hydrogeologic barrier exists.				
	Any facility with subsurface storage or treatment is prohibited from area where groundwater elevation is 5 feet or less based on historic or anticipated future levels.				Prohibited where groundwater is 5 feet or less.
	All facilities are preferred in areas where there is no vertical interformational transfer of water.				Groundwater monitoring is required.
	Facilities should increase spill containment and inspection. A study to determine buffer distance from drinking water sources should be conducted for subsurface storage facilities.				Prohibited from aquifer recharge areas.

Table 3 (continued)

	Chemical Oxidation	Neutralization/ Precipitation	Stabilization Solidification	Transfer/ Storage	Rotary Kiln Incinerator	Residuals Repository
<b>PROTECT ENVIRONMENTALLY SENSITIVE AREAS</b>						
Wetland		All facilities are prohibited in wetlands as identified in adopted general, regional; or State plans.				
Protect Habitat of Endangered Species		No facility may locate in habitat of threatened or endangered species as identified on adopted general, regional, or State plans.				
Protection of Sensitive Habitat		<p>All facilities are prohibited in riparian, oak woodland, and other forested areas as identified in general, regional or State plans.</p> <p>Facilities should not locate near watersheds entering water-courses, lakes, or reservoirs unless effective precautions can be fully assured by the developer. (Approval is required by the Department of Fish and Game for any project which may affect these areas.)</p> <p>All facilities must incorporate measures within the facility design to protect any wildlife which may exist in the area.</p>				
Protect Agricultural Lands		Hazardous waste facilities are not considered compatible with agricultural uses. All facilities should avoid locating in areas zoned for prime agricultural uses. There must be an overriding need to locate any commercial off-site facility in prime agricultural lands.				Incinerators should not be located in agricultural areas.
Recreational, Cultural, Aesthetic Resources		<p>All facilities should avoid locating in these areas.</p> <p>Low volume transfer and storage facilities should be allowed for visitor waste only.</p>				
Public Facilities, Military Reserves		<p>Military Reserves - Facilities are prohibited.</p> <p>Public Facilities - May be permitted on a case-by-case basis with site specific risk assessment.</p>				
Mineral Resources		Other facilities should avoid if use or preservation is restricted.				Avoid locating near mineral resources.

<sup>1</sup> - Additional mitigation included based upon Department of Fish and Game Correspondence, December 28, 1987.

	Chemical Oxidation	Neutralization/ Precipitation	Stabilization Solidification	Transfer/ Storage	Rotary Kiln Incinerator	Residuals Repository
Permeability		Facilities should provide increased spill containment and inspection.  Natural or artificial barriers are required to prevent lateral movement of fluid, including waste and leachate (Subchapter 15, RWQCB) (Any site specific requirements are subject to assessment by the Regional Water Quality Control Board [RWQCB]).				Should locate outside high permeability soils such as sand and gravel. New and existing units shall be underlain with soils of a permeability not more than $1 \times 10^{-7}$ cm/sec (Subchapter 15, RWQCB). Soil thickness shall prevent vertical movement.
Groundwater Quality		Facilities should provide increased spill containment and inspection.				Allowed only where water bearing zone is not a beneficial use.
PROTECT AIR QUALITY						
Non-Attainment Areas		All facilities emitting reactive organic compounds or nitrogenoxides in the South Half shall comply with all applicable APCD rules and requirements, which may include preconstruction review, best available control technology, and emission offsets.				(The South Half of Ventura County is non-attainment for ozone.)
Prevention of Significant Deterioration (PSD)		All facilities must submit to preconstruction review and may be required to apply best available control technology.				See footnote.
Protection of Public Health		All facilities emitting hazardous air pollutants may be required to undergo preconstruction review for assessing emissions and potential health impact, and to minimize public exposure to odors and hazardous air contaminants by applying best available control technology.				

<sup>1</sup> - Ventura County is within prevention of significant deterioration for sulfur dioxides and PSD pollutants - nitrogen oxides and reactive organic compounds (North Half only), sulfur oxides, carbon monoxide, particulate matter, ethylene, lead, asbestos, beryllium, mercury, vinyl chloride, fluorides, sulfuric acid mist, hydrogen sulfide, total reduced sulfur, reduced sulfur compounds and any other State or National Emission Standard for Hazardous Air Pollutants (NESHAP) pollutant.

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Table 3 (continued)



	Chemical Oxidation	Neutralization/ Precipitation	Stabilization/ Solidification	Transfer/ Storage	Rotary Kiln Incinerator	Residuals Repository
ENSURE SAFE TRANSPORTATION OF HAZARDOUS WASTE						
Reduce Travel Time		All facilities should minimize travel time from market area. Transfer facility should be located within each major area of transportation.				
Major Routes		All facilities are best located near an exit of a major route.				
Minor Routes		Avoid routes through residential neighborhoods, hospitals, schools, etc.				
Highway Accident Rate		Roads used for transport should have a low accident rate and provide safe access to and from facilities.				
Road Capacity		Additional vehicles to service all facilities should have little or no impact on the average annual daily traffic relative to the capacity. The facility developer may be required to contribute to the upgrade of the roads or provide some other method of mitigation.				
SOCIAL AND ECONOMIC GOALS						
General Plan and Other Plans		Facility siting should be consistent with the General Plan and Local Coastal Plan, if applicable; Zoning Ordinance and other land use policies. A determination of consistency is required of the local government.				

Source: Southern California Hazardous Waste Facility Siting Manual, based upon Department of Health Services, Title 22 Requirement for Siting Hazardous Waste Facilities.

Title 23, State Water Resources Control Board, Subchapter 15, Discharges of Waste to Land.

Comments provided by Department of Health Services, correspondence dated July 19, 1988.



GENERAL AREAS FOR HAZARDOUS WASTE TRANSFER, STORAGE,  
RECYCLING, TREATMENT FACILITIES

Figure 5-1

386.64



### Figure 5-2



THIS MAP IS NOT TO BE USED FOR SITE SPECIFIC PURPOSE.  
ILLUSTRATIVE ONLY OF A PORTION OF SITING CRITERIA.



## HAZARDOUS WASTE RESIDUALS REPOSITORY SITING CRITERIA

NOTE: General Areas Numbered 1 – 9 Are Analyzed For Further Siting Constraints, See Text

Table 5-3

The criteria which are not mapped can only realistically be considered in conjunction with a site specific proposal. The criteria which are not mapped and which must be considered with a specific proposal are:

1. Distance between residences and facilities (2,000 ft.).
2. Proximity to emergency services.
3. Protection of immobile populations.
4. Adequate sewer capacity.
5. Proximity to water wells.
6. Groundwater monitoring.
7. Preconstruction review for air quality non-attainment areas.
8. Apply Best Available Control Technology for prevention of significant deterioration of air quality.
9. Wetlands (partially mapped).
10. Endangered species.
11. Sensitive habitats.
12. Cultural and Aesthetic Resources (known sites are not for public review).
13. Minimization of travel time.
14. Primary utilization of minor routes by trucks (see specific criterion for explanation).
15. Low to moderate traffic and accident rate.
16. Consistency with the General Plan, 208 Plan and other Policy documents.

The hazardous waste facility siting criteria are grouped into two general categories, those applicable to residuals repositories and those applicable to all other facilities. With the exception of incineration facilities and the impact to air quality and food crops, residual repositories have the most restrictive criteria because of the permanent disposal of hazardous wastes to the land.

The City of Camarillo has expanded the siting criteria to give greater clarity and reflect the specific identity of the community. These include:

1. Distance between residences and access route (2,000 ft.).
2. Distance between airport runway and hazardous waste facility (2,000 ft.).
3. Proximity to agricultural lands.
4. Proximity to commercial centers.
5. Proximity to parks, schools, and religious facilities

#### A. General Areas

##### 1. Transfer, Storage, Treatment and Recycling Facilities

Many of the significant criteria for this type of general analysis was mapped in the County Hazardous Waste Management Plan with the exception of biological resources and cultural resources. Certain specific habitats and cultural resource areas are known and mapped within the county, but have not been placed on large scale countywide maps. Maps showing criteria utilized for the composite are included in the Technical Document.

Table 4 provides a list of the available mapped criteria applicable for transfer, storage, recycling, treatment, and incineration facilities. Note that there are no prohibitive criteria for these facilities. If located within the areas listed, these type of facilities would require additional precaution and mitigation.

The county mapping of the criteria identified areas which require facilities to transfer, store, treat, and recycle hazardous materials, commercial offsite hazardous waste transfer, treatment, storage, and recycling facilities are preferred within existing industrial zones. The county review indicates that virtually all existing industrial zones require facilities and would need one or more additional site design and mitigation measures to protect the environment.

##### 2. Residual Repositories

Table 5 shows a listing of available mapped criteria applicable to residual repositories. Residual repositories are prohibited from a number of critical resource and hazard areas.



# **Siting Criteria Mapped for Hazardous Waste Transfer Storage, Recycling, Treatment Incineration Facilities\* South Half of County (Figure 11-1)**

## **Prohibited From:**

- 200 feet from Earthquake Faults  
(separate map- figure 18A & B, technical document, chapter 11, attachment 1)
- Military Bases

## **Must mitigate if located in:**

- 100 year Flood Areas
- Areas Subject to Tsunamis, Seiches, Storm Surges
- Landslide Areas
- Areas Subject to Subsidence/Liquefaction
- High Ground Water Areas
- Aquifer Recharge Area
- Aqueducts and Reservoir Areas
- Agricultural Lands
- Mineral Resource Areas
- Habitat of Threatened or Endangered Species

## **Preferred In:**

- Industrial Areas

*\* The criteria listed are only those available and mapped on Ventura County maps. See the text (Table 11-A) for a complete listing of the criteria.*

*Source: Criteria available on Ventura County Maps, Southern California Hazardous Waste Management Authority Siting Criteria, December, 1985.*

# Siting Criteria Mapped for Residuals Respository\* South Half of County (Figure 11-2a and 11-2b)

## Prohibited From:

- 2000 feet from Residences
- Dam Inundation Areas  
(mapped for figures 11-4 through 11-8 only)
- 200 feet from Earthquake Faults  
(separate map- figure 18A & B, technical document, chapter 11, attachment 1 & figures 11-4 through 11-8)
- Military Bases
- 100 year Flood Areas
- Areas Subject to Tsunamis, Seiches, Storm Surges
- Landslide Areas
- Areas Subject to Subsidence/Liquefaction
- High Groundwater Areas
- Aquifer Recharge Area

## Must mitigate if located in:

- Aqueducts and Reservoir Areas
- Agricultural Lands
- Mineral Resource Areas

*• The criteria listed are only those available and mapped on Ventura County maps. See the text (Table 11-A) for a complete listing of the criteria.*

*Source: Criteria available on Ventura County Maps, Southern California Hazardous Waste Management Authority Siting Criteria, December, 1985.*

Figures 5-2 and 5-3 show the mappable siting criteria applied to residual repositories. The remaining general areas which are not overlain with prohibitive criteria are not necessarily suitable sites for a residual repository. Additional screening will be necessary for these sites utilizing more detailed county maps, other data sources, and consideration of the remaining criteria. This type of specific site evaluation is the responsibility of a project applicant.

The general areas which are not overlain with prohibitive criteria have been cursorily reviewed utilizing the County Unified Mapping System (UMS) to determine any additional constraints within the general areas. Each general area has been numbered, as shown on Figure 5-3, and additional constraints are listed below. These additional constraints do not, in most cases, encompass the entire area but are scattered throughout the general areas.

<u>Site Number</u>	<u>Additional Site Constraint</u> (not shown on map due to level of detail)
1	Bisected by Five Major Faults Scattered Landslide Areas Riparian and Oak Woodland Area
2	Additional Faults Adjacent to Groundwater Basin Partially within Agriculture
3	Additional Conjectural Faults Areas with Over 25% Slope Adjacent to Groundwater Basin
4	Scattered Landslide Areas Affected by Dam Inundation Area Areas with Over 25% Slope
5	Unique Farmlands Conjectural Fault Areas with Over 25% Slope Partially within Aquifer Recharge Area
6	Scattered Landslide Areas Over 25% Slope Areas Adjacent Groundwater Basin Oak Woodland Area
7	Scattered Landslide Areas Over 25% Slope Areas Adjacent Groundwater Basin Oak Woodland Area



<u>Site Number</u>	<u>Additional Site Constraint (not shown on map due to level of detail)</u>
8	Over 255 Slope Areas Adjacent Groundwater Basin Agricultural Area Oak Woodland Area Partially within Aquifer Recharge Area
9	Faults within Area Partially within Dam Inundation Area Adjacent to Groundwater Basin Partially within Aquifer Recharge Area

**B. Joint Powers Agreement ensuring Ventura County's hazardous waste facility needs are met**

The primary intent of the legislation, under which the County Hazardous Waste Management Plan was prepared, is to ensure that counties recognize the need and plan for hazardous waste facilities to properly manage wastes generated by their county. The enabling legislation requires the cities to incorporate the provisions of the plan into either the general plan or municipal code.

The obvious reason for this is that without facilities to properly manage and handle wastes, hazardous wastes are illegally disposed of to the ground, rivers and sewer system.

Ventura County presently has a need for all types of commercial off-site hazardous waste facilities. Even with more effective source reduction and waste reduction, the county will still have a need for these facilities. Camarillo would be responsible for ensuring that facilities to serve the local needs were provided, however, many of the facilities serve a countywide and regional function and it is not expected that Camarillo would provide the full range of facilities.

It would not be economically feasible to site every needed facility within the county since Ventura County volumes alone would probably not support certain facilities. The county, therefore, has a need to enter into an agreement with other counties to support and allow joint use of facilities.

The Southern California Hazardous Waste Management Authority (SCHWMA) has created a Joint Powers Agreement to ensure the development of programs and the siting of facilities sufficient to safely manage hazardous wastes generated within southern California.

1. Role of the Southern California Hazardous Waste Management Authority

The Southern California Hazardous Waste Management Authority (SCHWMA) is an association of local governments which have signed a joint powers agreement to implement a fair share policy to encourage the development of a network of hazardous waste treatment facilities and residual repositories as alternatives to Class I landfills. In accordance with federal law, which phases out the disposal of untreated liquid hazardous wastes to landfills, the Authority promotes the use of treatment technologies and methods which are safe and effective in managing the wastes which are by products of industrial production and growth.

Jurisdictions which have signed the Authority's Joint Powers Agreement include Imperial, Orange, Riverside, San Bernardino, San Diego, Santa Barbara and Ventura Counties; the cities of Los Angeles and San Diego; and an association of eleven Orange County cities.

2. Joint Powers Agreement

The Joint Powers Agreement (JPA) is contained in the Technical Document. Five counties and three associations of cities have signed the Joint Powers Agreement. The Agreement commits each county to an action program for source reduction, on-site treatment and recycling as well as siting needed facilities. The JPA is presently the forum available to counties to promote the siting of needed regional or joint-use facilities.

The JPA should be specific enough to identify regional facility needs but remain flexible enough to allow a variety of possible facility locations, especially with respect to hazardous waste treatment, transfer, storage and recycling facilities.

It is through the JPA and the commitment of counties to site facilities, as deemed safe and allowable by the siting criteria, that effective and safe management of all hazardous waste can be achieved.

## **II. Goals, Policies and Programs**

A. Goal

To ensure protection of public health and the environment through proper siting of needed Hazardous Waste Facilities.

## B. Policies

1. The complete siting criteria for facilities in the Technical Document are to be used for facility siting.
2. Commercial off-site transfer, storage, treatment and recycling facilities are preferred in industrial zones; however, they can be considered in other areas if consistent with the siting criteria and if within proximity (10-20 miles) to those who may use the facility. Facilities are to be located within areas of least siting constraint and least environmental impact.
3. Ventura County has sufficient areas and zoning to site needed commercial off-site hazardous waste transfer/storage, recycling and treatment facilities within existing industrial areas. Incineration facilities may be limited, especially in the south half of the county, due to air quality considerations.
4. General areas where facilities may be located are provided in Figures 5-1, 5-2, and 5-3. Additional screening is necessary, utilizing other more accurate and detailed data and site specific reports if any general area is to be considered a possible site for hazardous waste facilities.
5. Residual repositories and incinerators are preferred within open space designations of the Ventura County General Plan and not within the city limits. Other designations besides open space may be appropriate for residual repositories and incineration facilities if consistent with adopted siting criteria.
6. An applicant will be required, for major commercial off-site hazardous waste disposal facilities, to prepare an EIR satisfying CEQA requirements. The EIR must address, at a minimum, the siting criteria in the Hazardous Waste Management component of the Safety Element.

For all other facilities, an applicant will be required to address at minimum, the siting criteria in the Hazardous Waste Management component of the Safety Element. However, the determination of the type of environmental document is left to the discretion of the lead agency.

## C. Program

Amend city General Plan and revise city Zoning Ordinances, where necessary, to ensure proper siting of commercial off-site hazardous waste facilities; and implementation of the above policies to ensure consistency with the CHWMP.



## Methods

- Zoning Ordinance amendment
- General Plan amendment
- Adopt the siting criteria in the plan for use in evaluating facility siting applications
- Use the general areas identified in the Plan as the basis for further consideration of siting facilities
- Amend the Industrial Performance Standards and Zoning Ordinance
- Prepare an overlay map of siting criteria for Camarillo
- Identify if commercial off-site hazardous waste facilities are appropriate to be constructed within the city limits.

# **ENFORCEMENT**

## **I Issue**

Enforcement of regulations concerning hazardous waste management has been addressed throughout various sections of the hazardous waste component. Many of the recommendations are directed at enhanced enforcement of existing laws rather than creation of new regulations. Enforcement of hazardous waste regulations and law is specifically addressed here to include any additional enforcement areas which may have been overlooked.

Rather than include in this section data on the number of violations, spills, and illegal dumpings, the discussion will focus on the actions which need to be taken to reduce those occurrences to a minimum.

## **II Goals, Policies and Programs**

### **A. Goal**

Effectively enforce hazardous waste regulations to protect public health and the environment and reduce the volumes of waste generated.

Ensure that all generators are complying with the appropriate Federal, State and Local laws.

### **B. Policy**

Support the following programs for effective enforcement of hazardous waste regulations:

1. The city and county shall continue its inspection programs and shall work toward providing technical assistance to generators on an on-going basis.
2. The city and county shall make reasonable efforts to educate violators and ensure violations are resolved. Serious violations shall be prosecuted as necessary.
3. Each county and city agency involved in hazardous waste enforcement action should refer matters to law enforcement and the District Attorney's office for those matters which are particularly egregious and intentional.
4. The District Attorney's Strike Force is supported with the participation of the Police and Sheriff when necessary.

### Programs/Implementation:

1. Consolidate and coordinate inspections, where possible.
2. Education and technical assistance of generators.
3. Provide assistance to law enforcement for prosecution.

### Methods

Informing business at the time of initial contact or permit application of the rules and regulations is the best method of enforcement.

Examples include:

1. City coordination on hazardous waste reduction.
2. City coordination on air emissions generated by regulated businesses.
3. City coordination on hazardous materials storage for each hazardous materials handler.
4. Sanitation District/cities coordination on hazardous waste generators and waste reduction.
5. Law enforcement (sheriff and police) need to be involved and coordinate with the Hazardous Waste Law enforcement effort. Additional coordination and training is needed for law enforcement.
6. Formation of an interjurisdictional strike force is encouraged where needed to resolve serious criminal or civil activities which affect more than one jurisdiction.

The above examples and others should be implemented to achieve the most effective and equitable regulatory programs.



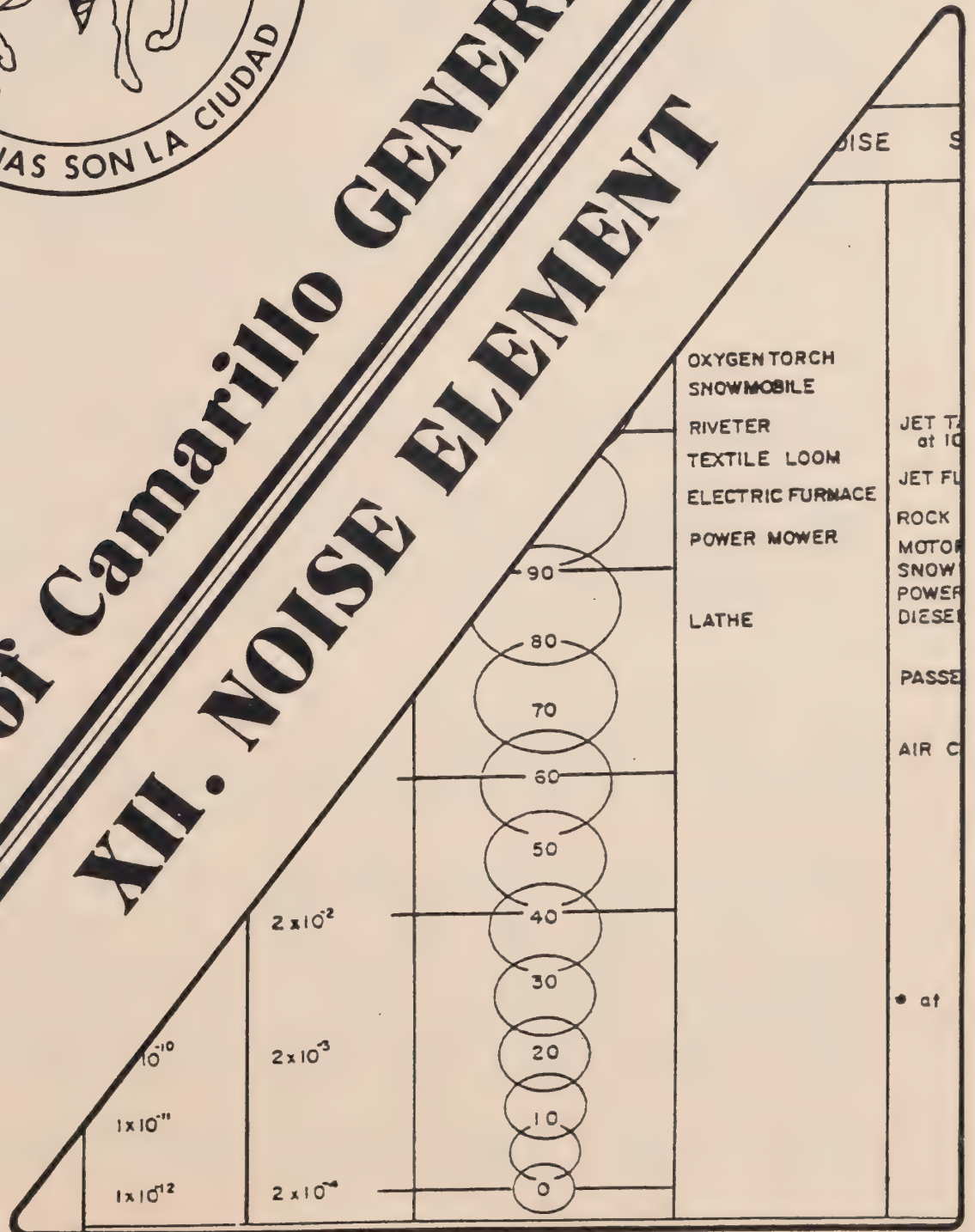






# City of Camarillo GENERAL PLAN

## XII. NOISE ELEMENT







# NOISE

## STATE LAW

On June 30, 1972, Government Code Section 65302 was amended to require the inclusion of a Noise Element in the General Plan of each city and county. September 20, 1974, was established as the deadline for adoption of the element, however, provisions for a time extension were made. The law requiring the Noise Element read as follows:

"A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

1. Highways and freeways
2. Ground rapid transit systems
3. Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics

"These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

"Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the General Plan. The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the General Plan a statement of the present and projected noise levels of the facility and any information that was used in the development of such levels." (Source: Government Code 65302(g).)

For a variety of reasons, the wording of the law has hindered the development of a meaningful Noise Element. First, the law

focuses exclusively on transportation related noise and does not consider industrial or other point sources which also contribute to the overall problem. Second, since a standardized noise measurement or evaluation scheme was not mandated, all noise data received from a mandated source, even where inconsistent, was included in the element.

Third, the law requires contours down to 45 dB(A) if the source impacts uses such as medical facilities or recreation areas. However, this contour level would, in many cases, be lower than the background noise of the area impacted. Furthermore, contours representing the 45 dB(A) noise level are so distant from the noise sources, that it is difficult to determine their exact location.

Fourth, except for hearing loss, definite conclusions have not been reached regarding noise levels which may cause adverse human and natural impacts. This, coupled with the problem of inadequate noise data, precludes the assessment of noise impacts upon compatible land uses (as required in the law), except in a most generalized fashion.

## **INTENT OF NOISE ELEMENT**

The Noise Element:

1. Introduces the technical aspects of noise.
2. Provides a general overview of the present noise situation.
3. Suggests strategies for reducing community noise.
4. Provides a countywide starting point for future programs.
5. Meets the requirements of State Law.

## **URBAN NOISE PROBLEM**

Noise is commonly defined as unwanted annoying sound. It is a pollutant which lowers the quality of life and detracts from the enjoyment of urban living. At sufficient level, noise can cause annoyance, speech interference, sleep disturbance, psychological distress, physiological stress, and hearing loss. Such noise levels may already exist in some areas of Ventura County or the City of Camarillo.

The most immediate noise problems occur in the buildings people occupy -- their homes and places of work. Such noise sources will be addressed only briefly in this element because they are outside the purview of a planning study. Apart from indoor noise sources, motor vehicles, as a group, are the most pervasive contributors to urban noise. Aircraft, however, which are not the most pervasive noise generators, produce the most aggravated



community annoyance reactions. Other significant noise sources include factories, railroad, powered gardening equipment, stereo sound amplifiers, musical instruments, power tools and air conditioners.

Most of the noise problems we encounter could be mitigated through the application of simple preventive measures, including:

1. Reduction of noise at the source.
2. Modification of the path of the noise with the aid of baffles and screens.
3. Reduction of noise at the receiver with various types of insulation.

One very effective means of controlling noise is to control the growth and distribution of population through wise land use planning practices. In this way, residential areas can be separated from freeways, airports, and noisy businesses; and, the mushrooming numbers of noise sources can be stemmed.

## **Measurement of Sound**

One way of measuring sound is to measure its sound pressure in microbars. Another way is to measure sound power, or the watts per square meter produced by a given sound pressure. In both cases, the normal ranges to be measured are tremendous: .0002 to 2000 microbars of sound pressure, and .00000000001 to 100 watts/m<sup>2</sup> of sound power. It is evident that sound pressure and power are not equal units, but that power increases much faster than does sound pressure.

To conveniently express these great ranges, the decibel (dB) was devised. Simply put, the decibel is a sound level unit of a logarithmic scale. The logarithmic scale compresses the huge ranges mentioned above to a much smaller range. As portrayed on Illustration 1, the decibel range of 0 to 140 corresponds directly to sound pressure and power thereby becoming the universal measure of both.

# ILLUSTRATION 1

## Corresponding Sound Measurements

Sound Power Watts/m <sup>2</sup>	Sound Pressure Microbars	Sound Level dBA	NOISE SOURCE		
1x10 <sup>-2</sup>	2x10 <sup>-4</sup>	140	OXYGEN TORCH SNOWMOBILE  RIVETER TEXTILE LOOM ELECTRIC FURNACE POWER MOWER  LATHE	JET TAKE OFF at 1000' JET FLYOVER (1000') ROCK DRILL* MOTORCYCLE* SNOWMOBILE* POWER MOWER* DIESEL TRUCK*  PASSENGER CAR*  AIR CONDITIONER*   *at 50'	ROCK-n-ROLL BAND     PRINTING PRESS FOOD BLENDER  GARBAGE DISPOSAL CLOTHES WASHER DISHWASHER VACUUM  CONVERSATION LARGE STORE   WHISPER
1x10 <sup>-1</sup>	2x10 <sup>-3</sup>	130			
1	2x10 <sup>-2</sup>	120			
1x10 <sup>1</sup>		110			
1x10 <sup>-2</sup>	2x10 <sup>-1</sup>	100			
1x10 <sup>-3</sup>		90			
1x10 <sup>-4</sup>	2	80			
1x10 <sup>-5</sup>		70			
1x10 <sup>-6</sup>	2x10 <sup>-1</sup>	60			
1x10 <sup>-7</sup>		50			
1x10 <sup>-8</sup>	2x10 <sup>-2</sup>	40			
1x10 <sup>-9</sup>		30			
1x10 <sup>-10</sup>	2x10 <sup>-3</sup>	20			
1x10 <sup>-11</sup>		10			
1x10 <sup>-12</sup>	2x10 <sup>-4</sup>	0			

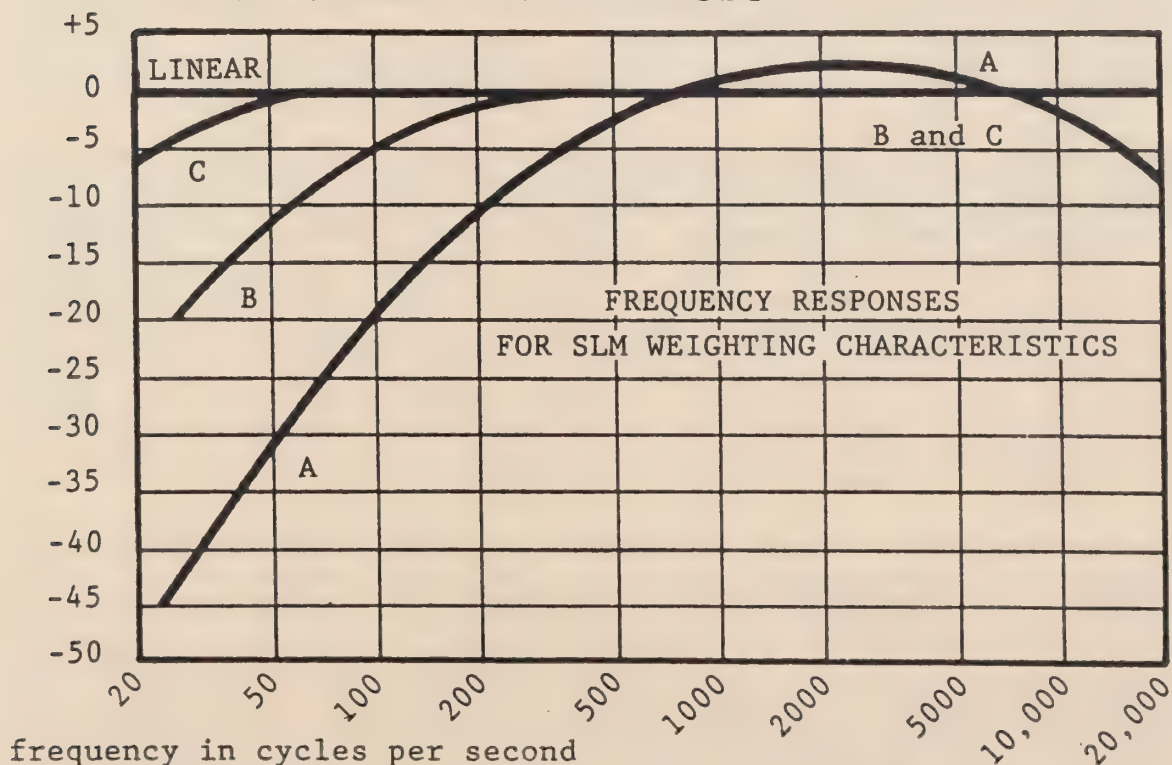
SOURCES: DEPARTMENT OF PUBLIC HEALTH, 1970, Page 22.  
Adopted from TAYLOR, 1970, Page 56

The decibel (dB) represents a theoretical noise level measured on a noise meter which, because we have selective perception, may not accurately depict what we hear. To correct this situation, various weighting scales are applied to decibel readings so that they will more closely approximate what we actually hear. The three most common weighting scales are depicted on Illustration 2.

The "A" scale, which is the most commonly used scale in measuring community noise, effectively reduces the decibel levels of sounds with frequencies above and below our most sensitive range (1,000 cps to 8,000 cps) and in so doing provides dB(A) readings which better approximate the level of sound we actually hear. Referring to Illustration 2, for example, a 200 cps sound of 60 dB would be lowered 10 dB to 50 dB(A) while a 2,000 cps sound of 60 dB would be raised 3 dB to 63 dB(A). The dB(A) reading of 50 and 63 more accurately reflect our perception of the relative loudness of the two sound levels than do the initial 60 dB readings.

## ILLUSTRATION 2

### Frequency-Response Characteristics for Sound Level Meters



Source: ORANGE COUNTY HEALTH DEPARTMENT,  
1973, Page 7.



## Factors Affecting Noise Transmission and Measurement

The medium through which noise travels determines in large part its speed of travel and its degree of attenuation. Generally, noise travels faster and with less excess attenuation in solids than in other mediums such as air or water. Distance has a direct effect on attenuation. Assuming an unobstructed path, noise pressure and power levels dissipate an equivalent of 6 decibels for every doubling of distance.

Noise can be reflected by barriers such as buildings, walls, vegetation, and topography. The positioning of barriers may, however, create reverberations or a focusing of sound pressure waves which may effectively raise the sound level. When taking sound measurements, therefore, caution must be taken so that instruments are not set up in such areas and record exaggerated readings.

Weather also effects noise transmission and measurement. Relative humidity and temperature affect noise propagation, and their levels should be noted on any noise measurements done. Rain drowns out noise, and, as a result, measurements should not be taken during rainy periods. Noise is masked by wind and when traveling against it, the noise is attenuated. Therefore, measurements should not be made in winds above 5 mph without a windscreen and never above 20 mph.

## Working With Sound Measurements

Because sound levels are commonly measured in decibels which are based on a logarithmic, not arithmetic, scale, caution must be exercised when working with sound level figures. For example, two 110 dB(A) sounds together do not produce a "total" sound of 220 dB(A), but rather 113 dB(A). This can be shown on Illustration 1 by examining the sum of power equivalent of 110 dB(A). Its doubling from .1 watts/m<sup>2</sup> to .2 watts/m<sup>2</sup> raises the sound's decibel level from 110 dB(A) to 112 dB(A), not 220 dB(A). Looking at the relationship between sound pressure and sound levels dB(A) on Illustration 1, a ten-fold increase in sound pressure results in 20 dB(A) increase in sound level and not a 10 dB(A) increase as was the case with sound power.

When dealing with sound attenuation, every doubling of the distance from the source results in a 6 dB reduction in sound pressure. For example, moving from 10 feet to 20 feet from a source would reduce a 95 decibels sound level to 89 decibels. The cardinal rule to remember when dealing with decibels is that they should never be simply added or divided. Doubling sound levels or combining two different sound levels is not represented by the doubling of decibel levels (110 dB + 110 dB = 220 dB, 60 dB + 63 dB = 123 dB). Halving sound levels is not represented by

a halving of the original decibel level (110 dB divided by 2 = 55 dB).

## **Who and What Affected**

There is little doubt that people are adversely affected by noise, but in addition to people, animals and structures are also affected by noise. Wildlife is generally located far enough away from noisy urban areas to avoid major impacts. However, livestock and poultry ranches in rural areas may be affected by a particularly noisy source nearby. Such cases exist within the county. While structures can be affected by sound, they are more often affected by non-auditory vibrations. Sound levels themselves rarely reach levels which would cause structural damage. There are a number of areas in which it is known that noise has an adverse effect. The degree to which noise is the cause and the levels at which it produces certain reactions are not as well known, and therefore a good deal of noise research is concentrated in these areas.

## **Annoyance or Harm To Health**

Before going on to discuss the primary and secondary impacts of noise, it should be noted that people are affected by two broad categories of noise: annoying and harmful to health. The distinction between the two categories is not always clear, but generally speaking, annoying sounds must be heard and must irritate us. Noise which causes harmful effects may not necessarily annoy us, though extremely loud noises are likely to be both annoying and harmful.

It is generally accepted that people react differently to the same noise. In part, this can be explained by the inherent differences between individuals. This differential reaction, particularly to annoying noises, may also be explained by a number of factors listed below:

1. Individual sensitivity of person exposed.
2. Tonal quality of the noise.
3. Periodicity of the noise.
4. Loudness of the noise.
5. Previous community experience to noise exposure, if any.
6. Time of day when noise occurs.
7. Season of year when noise occurs (windows open or closed).
8. Information content of the noise.



9. Background noise; ambient noise.
10. Type of onset of the noise.
11. Attitude toward the noise.
12. Variability of noise level.
13. Duration of noise.
14. Ability of the recipient to control the noise.
15. Ability of the generating source to control the noise.
16. Anticipation of the noise.
17. Visibility of the noise source.

## **Purposes and Components of Evaluation Schemes**

While the subtle health effects of noise are important to consider, most people are normally most concerned with the immediate and recognizable effects of noise; namely, speech interference, sleep interference, and annoyance. These particular effects are influenced by various factors such as time of day, frequency of the noise, and magnitude of the noise. Consequently, an evaluation of a particular noise effect must take into account such influencing factors. Unfortunately, there is no single evaluation scheme that takes all of these factors into account, and so we must choose between schemes which account for some, but not all, the factors in question.

Measuring sound levels over time is extremely important because it is the only way to acquire a full and complete picture of the noise situation. Unless such measurements are taken, there can be no assurance that the readings taken are uncommonly high or low. The ideal measurement would be for 24 hours on various days in different seasons. This, however, is often impossible so measurements are sometimes taken at representative intervals throughout the day. Such measurements can be as statistically valid as a 24-hour measurement.

One's history of prior exposure is important to consider when evaluating noise, because people are often affected less if they have been exposed to a given noise before. People may also react differently to a noise with which they have a positive association, such as their pet dogs.

Pure tone or narrow band noises are generally more annoying than are noises of wider frequency bands and so should be accounted for. Similarly, impulsive noises, such as gunshots, have a greater capacity to startle people than do noises with less abrupt onsets.



Finally, and perhaps most importantly, any noise evaluation scheme must be relatively simple and easy to use. If it is not, it will not be employed. Thus, lack of a usable noise evaluation system could jeopardize the chance of monitoring the noise situation or enforcement of a Noise Ordinance.

## **NOISE EVALUATION SCHEMES**

(Source: U.S. Environmental Protection Agency (a), 1973, p 2-6 to p 2-8)

While there are a number of noise evaluation schemes, all fall into one of three categories: psychoacoustic, statistical, and time-history. These schemes are discussed below.

### **Psychoacoustic Schemes**

These schemes attempt to predict a person's reaction to noise based on previously measured human responses to noise.

#### **Perceived Noise Level/PNL**

PNL is expressed in decibels (dB) and "was intended to present the sound pressure level of an octave band of noise at 1,000 Hz which would be judged equally noisy to the sound to be rated. Equally noisy means that, in a comparison of sound, one would just as soon have one noise as the other at his home during the day or night."

Over time, Kryter and his associates refined this technique to include discrete frequency components of tones associated with aircraft flyovers. The refinement is referred to as the Tone Corrected Perceived Noise Level, abbreviated as PNLT. Further improvements to the scheme were made when it was determined that long duration flyovers were more annoying than short duration flyovers. As a result, PNLT was modified by Kryter and Pearsons to account for the duration of the noise signal. This new scheme is called the Effective Perceived Noise Level (EPNL) and is somewhat more exact than the A-weighting scale in relating man's perception of aircraft noise. For this reason, it has become a major evaluation tool of the Federal Aviation Administration in the certification of aircraft noise.

For most sounds, the Perceived Noise Level exceeds and A-weight noise level by 13 dB, the differences ranging typically between 11 and 17 dB, depending primarily upon the amount of correction for pure-tones. The Tone Corrected Perceived Noise Level scale (PNLT) requires complex analysis and instrumentation to define a sound. Thus, it has not been utilized extensively, since in most instances the simple A-weight sound level appears to adequately describe environmental noise at a given location and time and with relatively simple instrumentation.

## Speech Interference Level/SIL

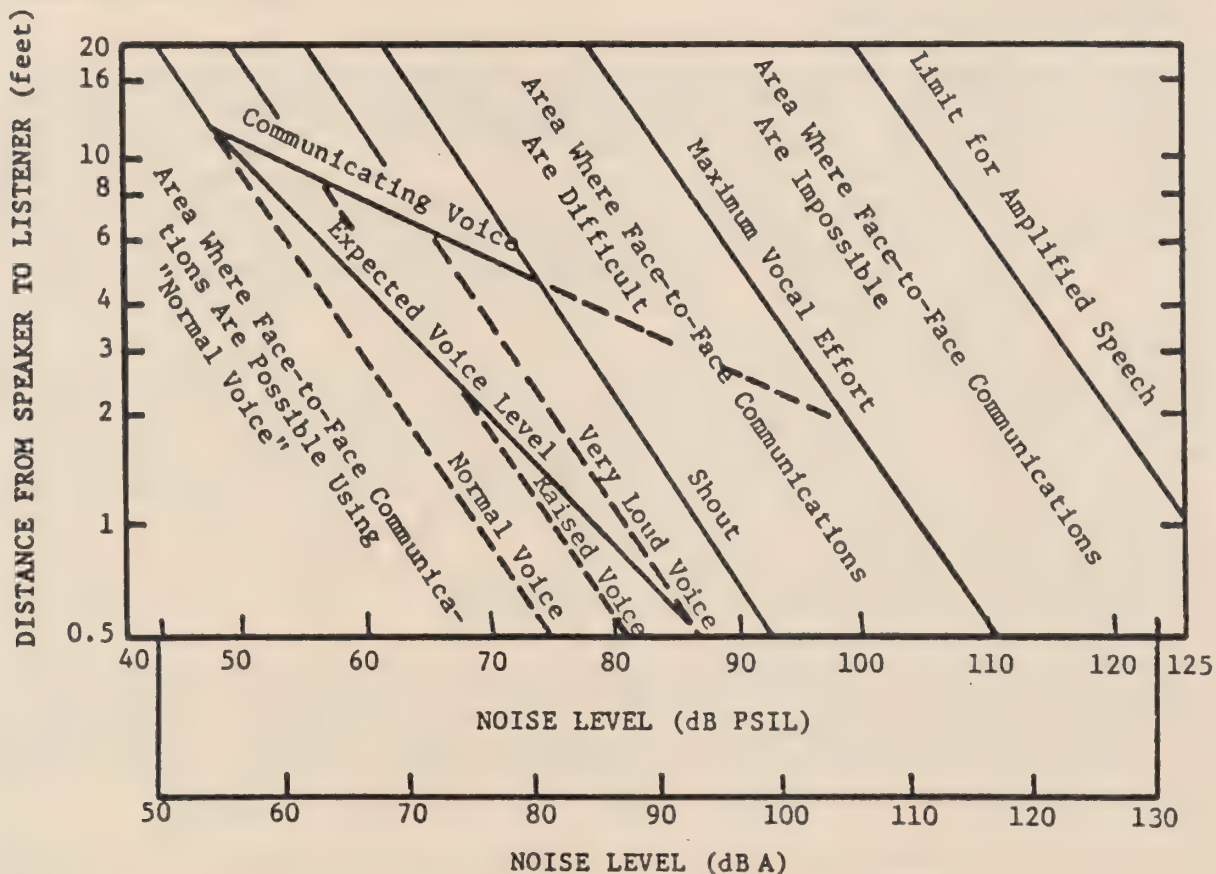
SIL was introduced by Leo Bermeak in 1947 to evaluate the average general masking capability of the noise. As originally formulated, SIL was defined as the average of the octave-band SPL's in the 600 - 1,200, 1,200 - 2,400, and 2,400 - 4,800 Hz octaves. Since that time, the preferred frequencies for octave bands have been changed. One modern version of the SIL is the average of the SPL's in the three octave bands centered at 500, 1,000, and 2,000 Hz. So many variations in preferred octave bands have been developed that a shorthand notation is now used: SIL (.5, 1, 2). This shorthand terminology refers to the three octave bands centered at 500, 1,000, and 2,000 Hz. At the present time, the American National Standards Institute is promoting the acceptance of SIL (.5, 1, 2, 4) as providing the best estimate of masking ability of a noise.

The simple A-weight sound level (dB(A)) is also a useful index of the masking ability of a noise and compares favorably with SIL as can be seen on Illustration 3. The A-weighting process emphasizes the median frequencies, as do the various SIL's. However, in contrast to most SIL schemes, A-weighting does not ignore the lowest frequencies where speech becomes intelligible.

Illustration 3 charts out the speaking effort one must exert when speaking over certain background noise levels and over various distances.

## ILLUSTRATION 3

### Speaking Levels Required When Talking Over Various Distances & Background Noise Levels



Voice level and distance between talker and listener for satisfactory face-to-face speech communication. An example for interpreting this chart: Jet aircraft cabin noise is roughly  $80 \pm 2$  dBA. An 80 dBA in their expected (raised) voice level, seat mates can converse at 2 feet and, by moving a little, can lower their voices to normal level and converse at one foot. To ask the stewardess for an extra cup of coffee from the window seat (4 feet), one would need to use his very loud communicating voice.

Source: National Bureau of Standards (a) 1971, p. 29.



## STATISTICAL SCHEMES

These schemes describe the average noise level occurring over a given percentage of time. As such, they are merely statistical representations of noise occurrences; they have no direct relationship to non-auditory human responses to noise as the psychoacoustic schemes do.

### Statistical Level

One of the dominant characteristics of environmental noise at any location is that it fluctuates considerably from moment to moment. Thus, to accurately describe noise at a location, a statistical approach that takes time into account must be employed. This can be achieved by plotting a curve that depicts the cumulative distribution of sound levels over time. In doing so, it can be determined what sound levels are exceeded during a given percentage of time. The percentages used most often are: 10%, 50%, and 90%.

The sound pressure level exceeded 10% of the time, expressed as  $L_{10}$ , gives an approximate measure of higher level and short duration noise. A measure of the median sound level is given by the  $L_{50}$  and represents the level exceeded 50% of the time. The ambient sound level is approximated by  $L_{90}$ , which is the sound level exceeded 90% of the time.

### Energy Mean Noise Level/LEQ

LEQ measures the average magnitude of all sounds occurring over a given period of time. It differs from  $L_x$  schemes in that the  $L_x$  is an arithmetic average of decibels. LEQ on the other hand, determines the average of the sound power and therefore takes into account the logarithmic characteristics of decibels.

In terms of assessing the effects of noise on humans, LEQ is one of the most important measures of environmental noise, since there is experimental evidence indicating it accurately describes the onset and progression of hearing loss. There is also evidence that it correlates with human annoyance to noise.

The statistical measures described above simplify the problem of quantifying environmental noise and are used extensively. However, these measures may be misleading if used exclusively when comparing two environments differing in their noise profiles. For example, one environment could have an  $L_{50}$  noise level of 40 dB(A) with great variations in level while a second could have an  $L_{50}$  level of 45 dB(A) comprised of sounds of about the same level. It is quite possible that the quieter environment could have peaks which far exceed the louder environment. Using the  $L_{50}$  statistical scheme could not tell you this. These peaks could be detected by using additional

measurements, such as  $L_{10}$ ,  $L_1$ , to give a better overall representation of the noise environment.

## **TIME-HISTORY SCHEMES**

These schemes use the various measurement scales (usually "A") to evaluate the sound power of a noise over a period of time (usually 24 hours) with weightings for nighttime noises.

### **Day-Night Average/LDN**

LDN is the energy equivalent or average, A-weighted sound level, taken over a 24-hour period, with a 10-decibel penalty factored into the original LEQ sound level measurement for nighttime sound levels. This factoring process makes the LDN somewhat harder to work with.

### **Composite Noise Rating/CNR & Noise Exposure Forecast/NEF**

CNR and NEF were introduced in the early 1950's and are similar, except that NEF accounts for both duration and pure tone content of each single event, whereas CNR does not. These two schemes are based on variations in EPNL which is a psychoacoustic scheme.

### **Community Noise Equivalent Level/CNEL**

CNEL was introduced by California and represents the average noise over a 24-hour period with different weighting factors for noise levels occurring during the day, evening and night periods. Essentially, it is a LEQ for a 24-hour period with special corrections of 35 and 10 dB, respectively, factored into the original LEQ level for evening and nighttime. This factoring is cumbersome and makes CNEL somewhat difficult to work with. It is designed to account for the increased disturbance caused by noise events during the evening and the night. It differs from LDN only in the fact that it has a third weighting for evening hours.

### **Normalized Community Noise Equivalent Level/NCNEL**

NCNEL is simply CNEL that has been corrected to take into account tonal qualities, seasonal differences, previous community exposure, and so forth. Like CNEL, it is based upon an LEQ measurement with penalties factored in for day, evening and nighttime noises. It goes beyond CNEL by adding penalties to the basic CNEL noise level for a variety of community factors.

## **NOISE SOURCES AND STUDY ZONES**

This section of the Noise Element will review the methodology for establishing locations for CNEL contour lines within the City of Camarillo.











In most cases the sources discussed will have had an actual noise measurement taken; however, in some cases a projection was made based upon the actual traffic generation and projected traffic generation for a particular arterial. Or, a project was made based upon sources provided by outside agencies, such as the study for the Camarillo Airport by R. Dixon Speas or by the California Department of Transportation.

The significant noise sources within the city will be discussed very briefly in individual sections with more detailed analysis indicated in the various charts and exhibits specifying the noise indications and levels.

## **TRANSPORTATION**

Transportation-generated noises are by far the most pervasive sources within the city. Among the transportation sources, vehicular traffic creates the greatest impact on city and county resources.

### **Highways/Roads/Streets**

A 60 dB(A) contour line was used for analysis purposes, although 65 dB(A) is a level specified in Government Code Section 65302(g). The 65 level is used because it is the level above which the Department of Housing and Urban Development will not consider making financial commitments. This 65 dB(A) contour line was also the lowest sound level contour consistently provided by all input agencies at the time the initial Noise Element was drafted and adopted in 1975.

In the updating of this element, however, the 60 contour line was used to provide a better indication of impact of noise on various major and secondary arterials selected. The contours generally represent peak noise impacts which include truck traffic on that arterial. Under the worst condition (ongrade roadways) the 65 dB(A) means that truck level or traffic noise extends, under a worst case situation, to approximately 520 feet from the edge of the pavement creating contours in a worst case area of 1,040 feet in total width. The citywide maps in this report will indicate variable widths for impact. They are also illustrated by chart indicating the general setbacks for particular areas for impact areas and measuring the degree of impact starting with 60 dB(A) proceeding to 80 dB(A) in regard to the freeway band area. The updated map is far more precise than the original noise map adopted as part of the 1975 element and is based upon updated information and actual noise readings taken at various locations throughout the city. It is further illustrated on the various exhibits that follow.



## **State Highways & Freeways**

District 7 of CalTrans provided information on State Highways and Freeways. The contours represent the peak mean diesel truck level. A variation of  $\pm 6$  dB(A) is built into the contour and is therefore assumed to incorporate possible variations between present and future traffic volumes. The contours reflect topography and other right-of-way influences on noise attenuation (i.e., elevated or depressed roadways). Noise barriers, such as structures, beyond the right-of-way were not considered. Proposed routes were plotted when an adopted alignment was known.

The updated band for the freeway indicates the various degrees of exposure of noise with the actual projection indicating that in a limited area, certain properties are projected to be exposed to an 80 dB(A) reading. This is further illustrated on the noise contour band and Table 1 illustrating distance to existing and projected CNEI noise contours.

## **County Roads**

The same methodology for city streets was also applied to those portions of major and secondary arterials which are under the control of Ventura County Public Works Department. These contours represent the same peak mean diesel truck level variation of  $\pm 6$  dB(A) as in the State Highways and Freeways. It does not reflect topographical and other right-of-way influences. Present and future routes that have definite alignment proposals were included.

## **City Streets**

Contours for city streets were prepared by J.J. Van Houten and Associates, consulting engineers in acoustics, with actual measurements being taken and consideration of traffic volumes previously taken analyzing the amount of traffic currently being experienced. This information was plotted and is illustrated on the following exhibits.

## **Airports**

The contours around the airport differ from those around highways in that they are not based on peak noise levels, but rather on noise levels over time with weightings applied for daytime, evening and nighttime hours. These contours are intended to better reflect the community's reaction to noise than are peak level contours.

Generally, the location and size of airport contours are based on airport flight paths, type or size of aircraft, and number of operations. Area covered by the contours represent the noise patterns of landing, takeoffs, and flight patterns of airplanes using the facility.

Two contour levels were used: 60 and 65. The 60 contour was used because it indicates the greatest area which may be impacted by the various airports. This level was one that was also used by R. Dixon Speas in the Airport Analysis of Contours which analyzed the various degrees of intensity in which the airport could be used or ultimately considered for use. However, considered for a noncommercial private aircraft facility, the 60 and 65 was felt to best represent the most immediate impact created by the Camarillo Airport. The 65 dB(A) contours required by law to be in the element and so a 65 CNEL contour has been plotted. This contour is also used to determine the impact of the airport on noise sensitive uses.

Point Mugu - This facility's noise contours were created by Bolt, Beranek and Newman in "Noise from Aircraft Operations - Naval Air Station Point Mugu, California." This study expressed contours on the basis of Composite Noise Rating (CNR) at the 100 and 115 dB level, instead of CNEL (see Chapter III for difference between these noise measurements scales). The 55 CNEL contour was estimated by the Ventura County Resource Management Agency at the request of Ventura County Airports and Harbor Department. This is only an approximation of the 55 CNEL contour and should only be used to determine areas for future noise studies. Only present day operations are shown as there will be no foreseeable change in extent of operations.

Camarillo Airport - The Camarillo Airport, the former Oxnard Air Force Base, has been analyzed and reviewed under numerous studies including the Wyle Laboratories which created a noise contour for this facility based upon the Adrian Wilson Associates' report calling for commercial application at Camarillo Airport. In addition there are numerous environmental impact reports prepared dating back to 1970, the most recent being the report prepared by R. Dixon Speas Associates reviewing the various alternative applications and intensity of applications that could be placed at the Camarillo Airport. However, according to the current policy of the Ventura County Board of Supervisors, the Camarillo Airport will be used primarily for private aircraft application and general recreational use and not for general commercial application. This in turn would limit the type and size of aircraft allowed to utilize the facility. However, it should be noted that this level of operation does not restrict the use of the facility under emergency conditions.



# Table 1

## Distance To Existing and Projected CNEL Contour Lines, Camarillo

	Existing 1983	Projected 2000	CNEL at 50 Feet			Distance to Contour Lines, 1983					Distance to Contour Lines, 2000				
			1983	2000	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>ADOLFO ROAD</u>															
Ponderosa to Lewis	1,900	2,300	61.0 dB	62.0 dB	+1.0 dB	62'	---	---	---	---	75'	---	---	---	---
Lewis to Mission Oaks	1,700	2,000	61.0	61.5	+0.5	62'	---	---	---	---	69'	---	---	---	---
Mission Oaks to Santa Rosa	3,800	4,600	63.5	64.0	+0.5	100'	---	---	---	---	110'	---	---	---	---
E. of Santa Rosa	1,600	1,900	61.0	61.5	+0.5	62'	---	---	---	---	69'	---	---	---	---
<u>ANACAPA DRIVE</u>															
N. of Las Posas	4,900	6,000	64.0	65.0	+1.0	110'	---	---	---	---	130'	50'	---	---	---
<u>ARNEILL ROAD</u>															
Ventura to Daily	9,900	12,000	66.5	67.0	+0.5	170'	69'	---	---	---	185'	75'	---	---	---
Daily to Ponderosa	14,800	18,100	67.5	68.5	+1.0	200'	83'	---	---	---	235'	100'	---	---	---
Ponderosa to Las Posas	13,200	16,100	67.5	68.0	+0.5	200'	83'	---	---	---	215'	90'	---	---	---
<u>CARMEN DRIVE</u>															
Ventura to Ponderosa	17,600	21,400	68.5	69.5	+1.0	235'	100'	---	---	---	278'	120'	---	---	---
Ponderosa to Las Posas	4,500	5,500	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
<u>CENTRAL AVENUE</u>															
N. of Rt. 101	7,200	8,800	65.5	66.0	+0.5	143'	56'	---	---	---	155'	62'	---	---	---
<u>CRESTVIEW AVENUE</u>															
Las Posas to Valley Vista	6,700	8,100	65.0	65.5	+0.5	130'	50'	---	---	---	143'	56'	---	---	---
<u>DAILY DRIVE</u>															
Las Posas to Calle La Roda	6,200	7,500	64.5	65.5	+1.0	120'	---	---	---	---	143'	56'	---	---	---
Calle La Roda to Arneill	9,200	11,200	66.0	67.0	+1.0	155'	62'	---	---	---	185'	75'	---	---	---
Arneill to Lewis	8,700	10,500	66.0	66.5	+0.5	155'	62'	---	---	---	170'	69'	---	---	---
Daily to Ponderosa	3,300	4,000	63.0	63.5	+0.5	90'	---	---	---	---	100'	---	---	---	---
(Calle La Roda)															
<u>LAS POSAS ROAD</u>															
E. 5th St. to Pleasant Valley	3,800	4,600	63.5	64.0	+0.5	100'	---	---	---	---	110'	---	---	---	---
Pleasant Valley to Crestview	12,300	15,000	67.0	68.0	+1.0	185'	75'	---	---	---	215'	90'	---	---	---
Crestview to Rosewood	9,700	11,700	66.0	67.0	+1.0	155'	62'	---	---	---	185'	75'	---	---	---
Rosewood to Arneill	12,000	14,600	67.0	67.5	+0.5	185'	75'	---	---	---	200'	83'	---	---	---
Arneill to East Loop	14,100	17,100	67.5	68.0	+0.5	200'	83'	---	---	---	215'	90'	---	---	---
East Loop to Ponderosa	16,800	20,400	68.0	69.0	+1.0	215'	90'	---	---	---	255'	110'	---	---	---
Ponderosa to Lewis	5,300	6,500	64.0	65.0	+1.0	110'	---	---	---	---	130'	50'	---	---	---



# Table 1, Continued

	Existing 1983	Projected 2000	CNEL at 50 Feet			Distance to Contour Lines, 1983					Distance to Contour Lines, 2000				
			1983	2000	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
<u>LEWIS ROAD</u>															
S. of Pleasant Valley	5,100	6,200	64.0dB	64.5dB	+0.5dB	110'	---	---	---	---	120'	---	---	---	---
Pleasant Valley to Adolfo	11,900	14,500	67.0	67.5	+0.5	185'	75'	---	---	---	200'	83'	---	---	---
Adolfo to N. of Las Posas	6,300	7,700	64.5	65.5	+1.0	120'	---	---	---	---	143'	56'	---	---	---
<u>MISSION OAKS BOULEVARD</u>															
Dawson to Flynn	4,200	5,100	63.5	64.0	+0.5	100'	---	---	---	---	110'	---	---	---	---
Flynn to Adolfo	4,900	6,000	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
Adolfo to Oak Canyon	3,100	3,800	62.5	63.5	+1.0	83'	---	---	---	---	100'	---	---	---	---
N. of Oak Canyon	1,300	1,600	60.5	61.0	+0.5	56'	---	---	---	---	62'	---	---	---	---
<u>PLEASANT VALLEY ROAD</u>															
W. of Wood	6,200	7,500	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
Wood to Las Posas	13,800	16,800	67.5	68.0	+0.5	200'	83'	---	---	---	215'	90'	---	---	---
Las Posas to E. 5th St.	3,000	3,700	62.5	63.0	+0.5	83'	---	---	---	---	90'	---	---	---	---
E. 5th St. to Lewis	10,100	12,300	66.5	67.0	+0.5	170'	69'	---	---	---	185'	75'	---	---	---
Lewis to Santa Rosa Rd. (Freeway)	8,300	10,100	65.5	66.5	+1.0	143'	56'	---	---	---	170'	69'	---	---	---
<u>PONDEROSA DRIVE</u>															
Las Posas to Arneill	12,100	14,800	67.0	67.5	+0.5	185'	75'	---	---	---	200'	83'	---	---	---
Arneill to Temple	6,100	7,400	64.5	65.0	+0.5	120'	---	---	---	---	130'	50'	---	---	---
Temple to Las Posas	6,300	7,700	64.5	65.5	+1.0	120'	---	---	---	---	143'	56'	---	---	---
<u>ROUTE 101 FREEWAY (AT GRADE)</u>															
E. of Santa Rosa	50,500	97,000	78.0	81.5	+3.5	860'	460'	215'	90'	---	1,200'	720'	368'	170'	69'
Santa Rosa to Las Posas	54,200	104,000	78.5	82.0	+3.5	905'	490'	235'	100'	---	1,250'	760'	395'	185'	75'
Las Posas to Central	63,900	112,000	79.0	82.5	+3.5	950'	520'	255'	110'	---	1,325'	810'	428'	200'	83'
<u>ROUTE 101 FREEWAY (ABOVE GRADE)</u>															
E. of Santa Rosa	50,500	97,000	66.5	70.0	+3.5	860'	460'	---	---	---	1,200'	720'	365'	---	---
Santa Rosa to Las Posas	54,200	104,000	67.0	70.5	+3.5	905'	490'	98'	---	---	1,250'	760'	400'	---	---
Las Posas to Central	63,900	112,000	67.5	71.0	+3.5	950'	520'	195'	---	---	1,325'	810'	430'	---	---
<u>ROUTE 101 FREEWAY (BELOW GRADE)</u>															
E. of Santa Rosa	50,500	97,000	78.0	81.5	+3.5	440'	140'	90'	69'	---	665'	335'	115'	84'	61'
Santa Rosa to Las Posas	54,200	104,000	78.5	82.0	+3.5	470'	155'	93'	72'	---	700'	370'	120'	86'	64'
Las Posas to Central	63,900	112,000	79.0	82.5	+3.5	500'	170'	95'	74'	---	735'	405'	130'	88'	67'

# Table 1, Continued

	Existing 1983	Projected 2000	CNEL at 50 Feet			Distance to Contour Lines, 1983					Distance to Contour Lines, 2000				
			1983	2000	Change	60dB	65dB	70dB	75dB	80dB	60dB	65dB	70dB	75dB	80dB
SANTA ROSA ROAD															
Rt. 101 to Oak Canyon Rd.	11,000	13,400	66.5 dB	67.5 dB	+1.0 dB	170'	69'	---	---	---	200'	83'	---	---	---
N. of Oak Canyon	4,600	5,600	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
TEMPLE AVENUE															
Lewis to Las Posas	4,700	5,700	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
VALLEY VISTA FAIRWAY															
N. of Crestview	4,900	5,900	64.0	64.5	+0.5	110'	---	---	---	---	120'	---	---	---	---
VENTURA BOULEVARD															
Las Posas to Carmen	3,300	4,000	62.5	63.5	+1.0	83'	---	---	---	---	100'	---	---	---	---
Carmen to Lewis	13,300	16,200	67.5	68.0	+0.5	200'	83'	---	---	---	215'	90'	---	---	---
WEST LOOP DRIVE															
N. of Las Posas	6,200	7,500	64.5	65.5	+1.0	120'	---	---	---	---	143'	56'	---	---	---

The contours that have been prepared for the Camarillo Airport address 60 and 65 CNEL contour and show an increase in the impact of the number of residents exposed to a 60 CNEL over that presently existing as is further illustrated on the following exhibits and noise contour map prepared.

## **Railroads**

There are two classifications of railroad noise: line haul and yard operations. Line haul operations are best typified by high speed freight and passenger trains. Yard operations are related to switching and locating box cars at industrial sites.

In addressing the question of noise for the railroad activity, actual measurements were taken along Lewis Road adjacent to the railroad right-of-way and from the information gathered from these studies and based upon the traffic, the projection was made of the contours from 60, 65 and 70 CNEL which is a further breakdown from the 1975 report which simply indicated the 55 and 65 CNEL noise limits. This is further reviewed under the Methodology for Obtaining Noise Measurements section of this General Plan Element.

## **Secondary Sources**

Most secondary sources are traffic related. Shopping and commercial centers, for example, do not generate very much noise except for their air conditioning or refrigeration units, but they do attract considerable amounts of traffic and were taken into consideration when evaluating the noise contour as established since most major commercial centers are on primary or secondary arterials. In examining each noise source, standards have been developed to require the screening of air conditioning equipment, the location of loading areas and the hours of such operations to ensure compatibility with abutting properties. The industrial zones have been drafted to include environmental standards addressing the concerns of noise and vibration and have basically removed any nuisance aspects upon adjoining properties. However, on occasion enforcement of the standard is required.

## **MACHINERY**

Machinery is a second major source of noise within the city and in the County of Ventura and is usually associated with industrial activity. In evaluating the various industrial uses, great lengths have been taken to evaluate each industrial application in an attempt to remove any nuisance aspects of that operation from the adjoining properties. Each activity which has a potential of creating a noise source is extensively reviewed with conditions attached in an attempt to mitigate the problem before it is created. This may include special foundation, insulation or isolation of the equipment in such a manner to



# Community Noise Equivalent Level For Traffic Noise (heavy truck to auto mix of 4%)

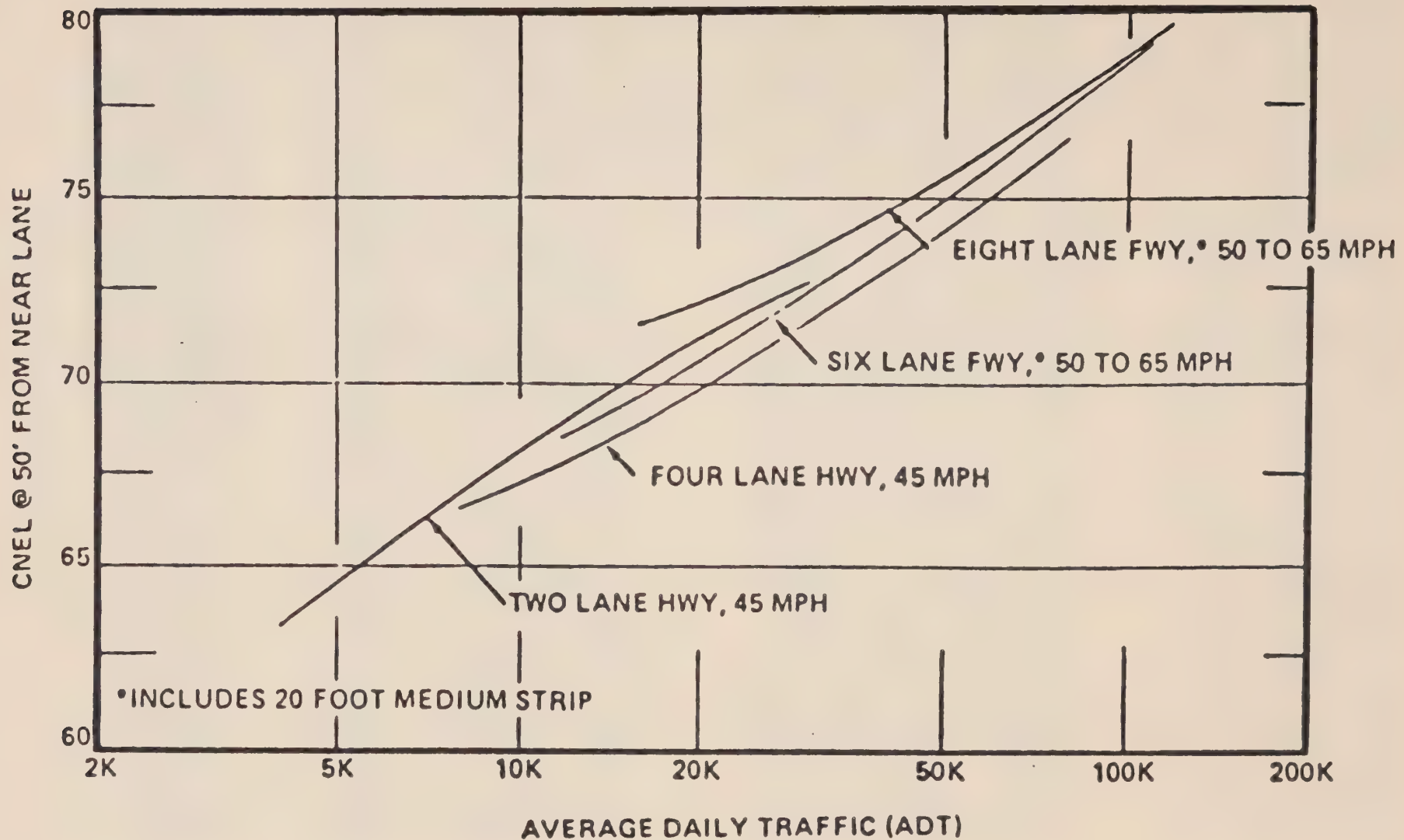


Figure 1

## CNEL Reductions For Various Highway Configurations

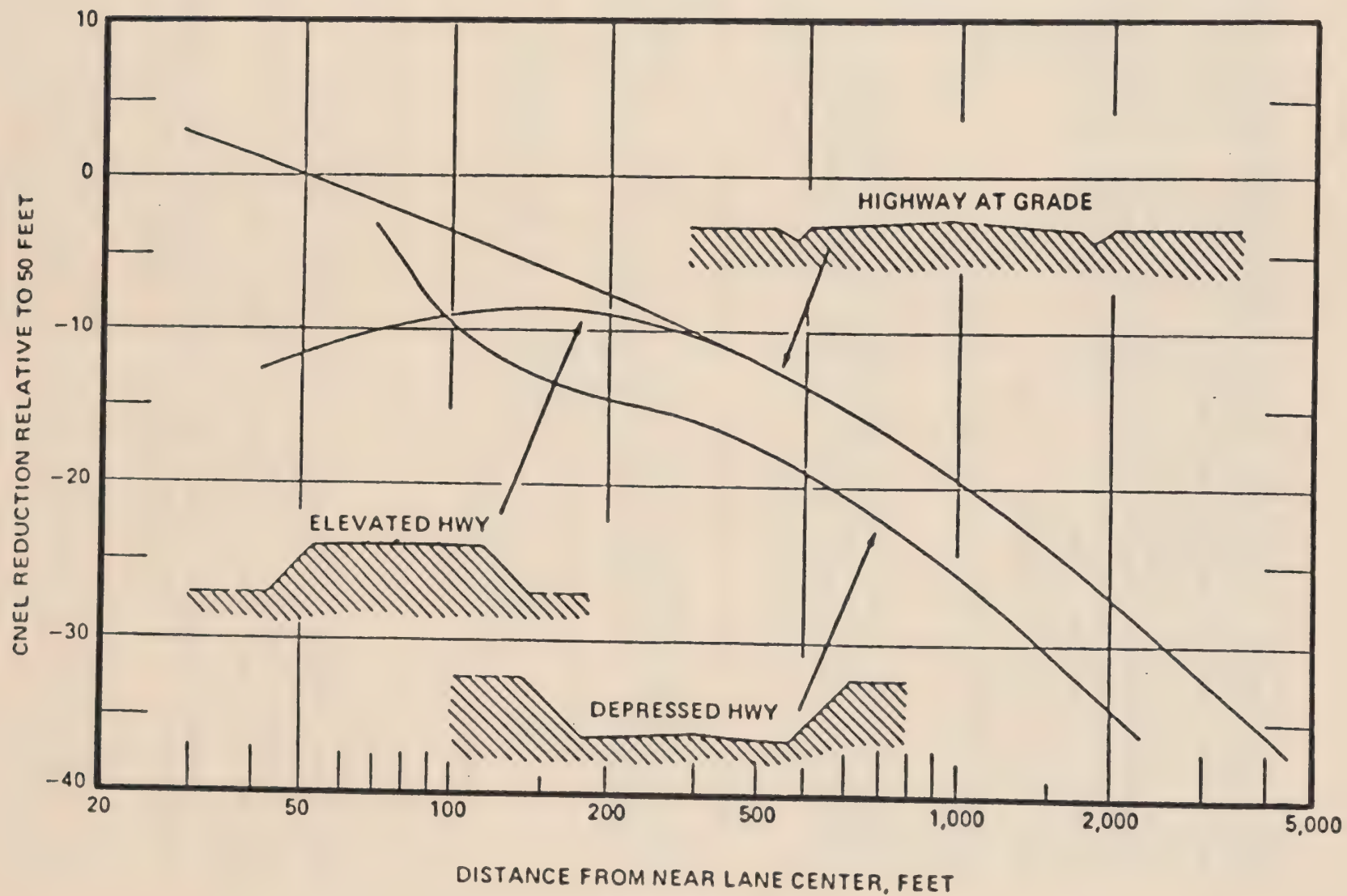


Figure 2

baffle it and reduce it to an acceptable level. The standards have also been indicated and incorporated into the Zoning Ordinance and included with a Noise Ordinance for the city which is used in evaluating industrial application.

However, to ensure compatibility with the Noise Element, periodic spot measurements are taken at selected locations to ensure the intent and objectives of the Zoning Ordinance and General Plan are being complied with.

## **LOCAL INVENTORY**

### **The Methodology for Establishing the Locations of CNEL Contour Lines**

Noise produced by traffic on major and secondary arterials may be established by use of recognized procedures described in reports available from the Highway Research Board. 1., 2., 3. These procedures consider the following parameters:

1. Average volume of traffic.
  2. Speed of traffic.
  3. Number of traffic lanes.
  4. Distance from traffic land to receiver.
  5. Mix of traffic (autos and trucks).
  6. Elevation of the arterial relative to the receiver.
  7. Gradient of the arterial (up or down hill).
- 
1. "Highway Noise, Measurement, Simulation, and Mixed Reactions," Highway Research Board, Report 78 (1969).
  2. "Highway' Noise, A Design Guide for Highway Engineers," Highway Research Board, Report 117 ( 1971).
  3. "Highway Noise, A Field Evaluation of Traffic Noise Reduction Measurements," Highway Research Board, Report 144 (1973).



Reasonably conservative estimates of the Community Noise Equivalent Level (CNEL) for arterial highway traffic situation are provided in Figure 1. These estimates are for receiver locations at the same grade as the arterial with little or no gradient. It should also be noted that these estimates are for a 4% truck mix. An analysis using the Federal Highway Administration's Highway Noise Reduction Model indicates that various truck mixes alter the CNEL as follows:

<u>Truck Mix</u>	<u>Change in CNEL</u>
3.5%	+ 0 dB
5%	+ 0.5
7%	+ 1.5
16%	+ 4.0
25%	+ 6.0

Figure 2 indicates the approximate corrections for arterials that are elevated or depressed relative to the receiver as well as the variation in CNEL with distance.

#### Methodology for Obtaining Noise Measurements

Noise measurements were obtained by use of precision sound level meters (noise monitors, per American National Standard ANSI S1.4-1971). The following items of equipment were used during the measurement phase of the study:

##### 1. A-Weighted Noise Level - Analysis

Community Noise Level Analyzer, B & K Type 4426

Portable Noise Monitor, BBN Type 614, Serial Number 773504

Portable Noise Monitor, BBN Type 614, Serial Number 773506

##### 2. Acoustic Calibration

Acoustic Calibrator, B & K Type 4230 (94 dB @ 1000 Hz)

Acoustic Calibrator, GR Type 1567 (114 dB @ 1000 Hz)

##### 3. Graphic Level Recording

Graphic Level Recorder, B & K Type 2306

Measurement sites were primarily selected to determine the level of noise exposure at noise-sensitive residential locations. At each site, the measurement was obtained at the nearest existing or proposed residential unit to the noise source. Generally, fifteen minute measurements were obtained. This is a statistically significant period of time for relatively

consistent noise sources (such as traffic) and yields results which are approximately equivalent to a one-hour measurement.

The noise sources were selected because of their proximity to primary and secondary arterials and also their relationship to commercial and industrial operations in the City of Camarillo to give a good and accurate finding of the impact of traffic which is felt to be the primary source of annoyance. It should be noted that relying on complaints to direct investigations would not result in a complete study of the problem because complaints are lodged only in the most extreme cases. The identification of potential noise sources rely upon inventory of city areas.

No contours were drawn around spot sources because of the difficulty of plotting such sources on a map scale used and because of their tentative nature. Study or analysis zones were established as previously indicated along the major and secondary corridors. These measurements are indicated on Table 2 and include approximately 45 locations with different monitoring readings for morning, midday, and evening with an average CNEL indicated for that particular reading.

## **Number Of People Affected By Noise**

Using the existing (1983) CNEL contour maps, zoning maps, and population density figures provided by the city, the number of people exposed to various levels of noise was determined. This was then further reduced to obtain the approximate number of people exposed to noise generated by various sources within the city (arterial noise, freeway noise, aircraft noise, rail line noise, etc.).

It is noted that a greater number of people are currently exposed to noise from the major and secondary arterials within the city than from any other source. It is also noted that about 25% of the current population of Camarillo are exposed to a CNEL of 60 dB or more. A complete listing of the analysis is provided in Table 3.

# Table 2

## Summary of Noise Measurement Data, City of Camarillo

Pos. No.	Location	Date	Time	Duration	Noise Source	A-Weighted Sound Level, dB(A)*									CNEL**	Note
						Morning			Midday			Evening				
						L50	L10	Leg	L50	L10	Leg	L50	L10	Leg		
1.	Parking lot, Camarillo Heights School, 30' to Catalina	8-24-83	1:19 pm	15 min	Traffic; some aircraft	-	-	-	47.5	58.5	58.0	-	-	-	53.2	1
2.	Parking lot, Pleasant Valley Hospital	8-24-83	2:50 pm	15 min	Traffic; some aircraft	-	-	-	48.0	57.0	55.0	-	-	-	<60	
3.	SW Corner, Las Posas & Antonio, 60' to Las Posas	9-01-83	7:32 am	15 min	Traffic	58.3	66.5	63.9	-	-	-	-	-	-		
		8-11-83	11:13 am	15 min	Traffic; some aircraft	-	-	-	57.0	66.0	63.0	-	-	-		
		8-24-83	5:44 pm	15 min	Traffic	-	-	-	-	-	-	62.8	69.8	65.8	64	
4.	Parking lot, Christian Church, 225' to Las Posas	8-24-83	12:56 pm	15 min	Traffic	-	-	-	53.3	57.5	54.7	-	-	-	<60	
5.	Rear yard, 1945 Viking	8-10-83	-	24 hrs	Traffic; some aircraft	55.0	62.0	60.1	-	-	-	-	-	-		
						-	-	-	54.0	60.0	59.4	-	-	-		
						-	-	-	-	-	-	59.0	77.0	75.3	61.5	2
6.	Parking lot, Dos Caminos School 30', to Ponderosa	8-24-83	2:20 pm	15 min	Traffic	-	-	-	56.0	63.0	59.2	-	-	-	60.3	1
7.	NW corner, Croydon & Lewis	5-18-83	1:10 pm	10 min	Traffic	-	-	-	57.0	69.0	66.7	-	-	-	72	
8.	NW corner, Crestview & Camino Esplendido, 57' to Crestview	8-30-83	6:49 am	15 min	Traffic	56.0	66.3	62.1	-	-	-	-	-	-		
		8-11-83	2:00 pm	10 min	Traffic	-	-	-	58.0	66.0	63.9	-	-	-		
		8-25-83	4:17 pm	15 min	Traffic; some aircraft	-	-	-	-	-	-	58.8	66.5	62.1	65	
9.	NE corner, Las Posas & N. Calle La Cumbre, 51' to Las Posas	8-30-83	7:06 am	15 min	Traffic	65.5	71.8	68.1	-	-	-	-	-	-		
		8-10-83	2:16 pm	15 min	Traffic	-	-	-	59.3	68.8	64.7	-	-	-		
		8-25-83	4:30 pm	15 min	Traffic	-	-	-	-	-	-	62.0	76.3	63.4	66	
10.	SE corner, Carmen & Edgemont 49' to Carmen	8-30-83	8:13 am	15 min	Traffic	54.5	64.8	60.1	-	-	-	-	-	-		
		8-10-83	2:32 pm	15 min	Traffic	-	-	-	53.3	65.3	59.0	-	-	-		
		8-24-83	7:20 pm	15 min	Traffic	-	-	-	-	-	-	58.0	67.3	65.3	64	
11.	SE corner, Arneill & Rocklyn 84' to Arneill	8-24-83	12:48 pm	15 min	Traffic; some aircraft	-	-	-	61.8	67.3	63.7	-	-	-	65	
12.	Parking lot, Los Nogales School, 50' to Kendall	8-24-83	1:58 pm	15 min	Traffic; some aircraft & construction	-	-	-	51.3	55.3	52.4	-	-	-	53.5	1
13.	Rear yard, 1688 De Wayne	8-17-83	-	24 hrs	Traffic; some aircraft	52.0	58.0	58.5	-	-	-	-	-	-		
						-	-	-	54.0	59.0	56.8	-	-	-		
						-	-	-	-	-	-	55.0	59.0	58.5	57.6	2



# Table 2, Continued

Pos. No.	Location	Date	Time	Duration	Noise Source	A-Weighted Sound Level, dB(A)*									CNEI**	Note
						Morning			Midday			Evening				
						L50	L10	Leq	L50	L10	Leq	L50	L10	Leq		
14.	Rear yard, 1322 Gracia	5-19-83	-	24 hrs	Traffic; aircraft; railroad	54.0	60.0	66.1	-	-	-	-	-	-		
						-	-	-	63.0	66.0	65.8	-	-	-		
						-	-	-	-	-	-	64.0	65.0	66.9	69.4	2,3
15.	NE corner, Gracia & Adolfo	5-18-83	1:13 pm	10 min	Traffic	-	-	-	58.0	67.0	64.5	-	-	-	72	
16.	Rear yard, 1422 Gracia, (2nd floor elevation)	5-16-83	-	24 hrs	Traffic; aircraft railroad	61.0	69.0	70.8	-	-	-	-	-	-		
						-	-	-	62.0	68.0	69.9	-	-	-		
		5-17-83	-	24 hrs	Traffic; aircraft railroad	60.0	66.0	69.7	-	-	-	58.0	64.0	70.5	75.7	2,3
						-	-	-	62.0	58.0	69.9	-	-	-		
						-	-	-	-	-	-	59.0	66.0	70.6	75.4	2,3
17.	Rear yard, 5459 Holly Ridge	8-17-83	-	24 hrs	Traffic	48.0	60.0	56.4	-	-	-	-	-	-		
						-	-	-	50.0	61.0	57.7	-	-	-		
						-	-	-	-	-	-	54.0	63.0	62.4	58.8	2
18.	SE corner, Mission Oaks & Fieldcrest, 72' to Mission Oaks	9-01-83	6:52 am	15 min	Traffic	49.3	60.0	56.0	-	-	-	-	-	-		
		8-11-83	12:17 pm	10 min	Traffic	-	-	-	46.0	56.0	53.6	-	-	-		
		8-24-83	4:53 pm	15 min	Traffic; some aircraft	-	-	-	-	-	-	48.8	64.5	60.6	58.5	
19.	Corner, Paseo de Petalos & Central, 98' to Central	8-24-83	10:24 am	15 min	Traffic; some aircraft	-	-	-	54.5	63.5	59.0	-	-	-	60	
20.	NW corner, Las Posas & Calle La Guerre, 39' to Las Posas	8-30-83	6:33 am	15 min	Traffic	65.3	73.5	69.6	-	-	-	-	-	-		
		8-10-83	1:50 pm	15 min	Traffic	-	-	-	61.5	68.8	64.7	-	-	-		
		8-25-83	4:00 pm	15 min	Traffic	-	-	-	-	-	-	62.8	68.5	65.3	68	
21.	SE corner, Rosewood & Aileen 64' to Rosewood	8-30-83	7:22 am	15 min	Traffic	54.0	64.3	61.5	-	-	-	-	-	-		
		8-24-83	10:58 am	15 min	Traffic; some aircraft	-	-	-	52.5	61.8	57.4	-	-	-		
		8-25-83	4:50 pm	15 min	Traffic	-	-	-	-	-	-	58.8	66.8	63.3	<60	
22.	Parking lot, Valle Lindo School	8-30-83	9:05 am	15 min	Traffic	44.0	47.0	44.8	-	-	-	-	-	-	45.5	1
23.	NE corner, Ponderosa & Valle Lindo, 44' to Ponderosa	8-30-83	7:40 am	15 min	Traffic	62.5	70.0	68.5	-	-	-	-	-	-		
		8-10-83	1:30 pm	15 min	Traffic; some construc- tion	-	-	-	54.3	61.5	68.5	-	-	-		
		8-25-83	5:10 pm	15 min	Traffic	-	-	-	-	-	-	57.0	62.8	59.5	68	
24.	SE corner, Red Oak & Lantana 47' to Lantana	8-30-83	7:55 am	15 min	Traffic; some aircraft	49.3	60.0	55.3	-	-	-	-	-	-		
		8-12-83	12:22 pm	15 min	Traffic	-	-	-	50.3	62.3	56.0	-	-	-		
		8-25-83	5:55 pm	15 min	Traffic; some aircraft	-	-	-	-	-	-	56.5	63.5	60.1	<60	
25.	Parking lot, Monte Vista Intermediate School, 69' to Ponderosa	8-24-83	11:19 am	15 min	Traffic; some aircraft	-	-	-	49.0	57.5	53.7	-	-	-	53.6	1

## Table 2 Continued

Pos. No.	Location	Date	Time	Duration	Noise Source	A-Weighted Sound Level, dB(A)*									CNEL**	Note
						Morning			Midday			Evening				
						L50	L10	Leg	L50	L10	Leg	L50	L10	Leg		
26.	Parking lot, City Hall, 90' to Carmen	8-12-83	12:42 pm	15 min	Traffic	-	-	-	55.3	60.0	57.8	-	-	-	57.9	1
27.	Parking lot; Camarillo Community Center, 120' to Carmen	8-24-83	11:50 am	15 min	Traffic; some aircraft	-	-	-	52.0	57.8	53.9	-	-	-	53.8	1
28.	NE corner, Brentley & Ponderosa, 60' to Ponderosa	8-30-83	8:30 am	15 min	Traffic	61.3	69.8	64.8	-	-	-	-	-	-	65	
		8-12-83	11:57 am	15 min	Traffic	-	-	-	63.5	70.0	67.0	-	-	-		
		8-24-83	7:00 pm	15 min	Traffic	-	-	-	-	-	-	65.3	71.5	67.8		
29.	Rear yard, 1111 Rowland	8-10-83	-	24 hrs	Traffic	41.0	47.0	48.7	-	-	-	-	-	-	48.4	2
						-	-	-	45.0	51.0	49.3	-	-	-		
						-	-	-	-	-	-	44.0	49.0	47.8		
30.	NW corner, Kino & Mobil, 120' to Mobil	8-30-83	8:25 am	15 min	Traffic	54.8	64.0	61.3	-	-	-	-	-	-	<60	
		8-12-83	1:35 pm	15 min	Traffic	-	-	-	53.0	60.0	59.4	-	-	-		
		8-24-83	6:30 pm	15 min	Traffic; some aircraft	-	-	-	-	-	-	55.0	63.5	58.9		
31.	NW corner, Arneill & Chandler, 45' to Arneill	9-01-83	8:05 am	15 min	Traffic	57.0	65.5	61.0	-	-	-	-	-	-	68	
		8-10-83	1:05 pm	15 min	Traffic	-	-	-	60.8	66.0	62.5	-	-	-		
		8-24-83	6:08 pm	15 min	Traffic & aircraft	-	-	-	-	-	-	57.8	63.9	60.0		
32.	Corner of Hartnell & Temple 122' to Temple	8-12-83	11:20 am	15 min	Traffic	-	-	-	50.8	57.8	53.7	-	-	-	60	
33.	SW corner, Temple & Lewis (Church parking lot)	5-18-83	1:23 pm	10 min	Traffic	-	-	-	57.0	63.0	60.7	-	-	-	72	
34.	Rear yard, 788 Sharon Drive	8-31-83	-	24 hrs	Traffic & railroad	64.0	67.0	68.6	-	-	-	-	-	-	71.3	2,3
						-	-	-	57.0	66.0	66.5	-	-	-		
						-	-	-	-	-	-	55.0	63.0	68.0		
35.	Rear yard, Unit 243, mobile home park on Adolfo Road	8-31-83	-	24 hrs	Traffic & aircraft	57.0	63.0	60.5	-	-	-	-	-	-	62.1	2,3
						-	-	-	65.0	67.0	66.3	-	-	-		
						-	-	-	-	-	-	65.0	67.0	67.3		
36.	Front yard, mobile home unit adjacent to Adolfo Road, 165' to Adolfo Road	8-10-83	11:08 am	35 min	Traffic	-	-	-	55.3	61.3	62.0	-	-	-	60	
37.	Rear yard, Unit 9, mobile home park on Adolfo Road	8-10-83	-	24 hrs	Traffic & aircraft	54.0	62.0	59.0	-	-	-	-	-	-	62.5	2
						-	-	-	57.0	64.0	66.7	-	-	-		
						-	-	-	-	-	-	59.0	65.0	62.4		

## Table 2 Continued

Pos. No.	Location	Date	Time	Duration	Noise Source	A-Weighted Sound Level, dB(A)*									CNEL**	Note
						Morning			Midday			Evening				
						L50	L10	Leq	L50	L10	Leq	L50	L10	Leq		
38.	NW corner, Mission Oaks & Hillcrest, 57' to Mission Oaks	9-01-83	6:35 am	15 min	Traffic	54.0	66.3	62.6	-	-	-	-	-	-	62	
		8-11-83	12:00 pm	10 min	Traffic	-	-	-	60.0	60.0	62.8	-	-	-		
		8-24-83	4:35 pm	15 min	Traffic	-	-	-	-	-	-	54.3	62.3	58.4		
39.	Fire station, corner of Santa Rosa & Fire Creek, 140' N. of Santa Rosa, 90' W. of Woodcreek	8-10-83	-	24 hrs	Traffic & aircraft	57.0	64.0	61.1	-	-	-	-	-	-	63.5	2
		-	-	-	-	-	-	57.0	64.0	63.0	-	-	-			
		-	-	-	-	-	-	-	-	-	58.0	65.0	63.7			
40.	SE corner, Adobe & Santa Rosa, 59' to Santa Rosa	9-01-83	7:15 am	15 min	Traffic	60.8	69.8	66.2	-	-	-	-	-	-	63	
		8-10-83	10:32 am	15 min	Traffic	-	-	-	51.5	64.8	65.9	-	-	-		
		8-24-83	5:12 pm	15 min	Traffic & aircraft	-	-	-	-	-	-	55.8	67.0	62.4		
41.	Parking lot, Pleasant Valley School, 78' to Ventura Blvd.	8-24-83	12:10 pm	15 min	Traffic	-	-	-	58.5	64.3	61.5	-	-	-	61.6	1
42.	Parking lot, Adolfo Camarillo High School	8-24-83	3:25 pm	15 min	Traffic & aircraft	-	-	-	53.3	56.0	53.9	-	-	-	54.0	1
43.	NE corner, Adolfo & Alta Colina, 69' to Adolfo	9-01-83	6:20 am	15 min	Traffic	47.5	49.5	50.6	-	-	-	-	-	-	60	
		8-11-83	12:30 pm	15 min	Traffic	-	-	-	55.0	66.0	63.1	-	-	-		
		8-24-83	4:16 pm	15 min	Traffic	-	-	-	-	-	-	58.8	66.8	62.8		
44.	NW corner, Pleasant Valley & Ridge View, 54' to Pleasant Valley	9-01-83	6:00 am	15 min	Traffic	58.5	67.0	63.0	-	-	-	-	-	-	65	
		8-11-83	1:19 pm	10 min	Traffic	-	-	-	69.0	72.0	71.6	-	-	-		
		8-24-83	4:00 pm	15 min	Traffic	-	-	-	-	-	-	58.5	64.5	60.9		
45.	Off Camarillo Springs Road south of Route 101, 45' to Camarillo Springs Road, 350'-400' to Route 101	8-11-83	12:54 pm	17 min	Traffic	-	-	-	55.0	60.0	57.2	-	-	-	64	

\* L50 and L10 are the sound levels exceeded during 50% and 10% of the measurement period, respectively. Leq is the equivalent sound level. "Morning" refers to the hours of 6:00 am to 9:00 am, "Midday" is the hours from 10:00 am to 3:00 pm, and "Evening" is the hours from 4:00 pm to 7:00 pm.

\*\* The CNEL is calculated by use of the FHWA Highway Noise Model (i.e., distance, average daily traffic, average vehicle speed and truck/auto mix).

### Notes for Table 1

- Value referred to in "CNEL" column is actually the estimated Leq(12), not CNEL. Leq(12) is the average equivalent sound level for the 12 hour period from 7:00 am to 7:00 pm.
- Value in "CNEL" column actually measured during a 24 hour measurement at the site. This value takes into account the barrier effects of adjacent homes and walls. Therefore, the measured value is less than that indicated on the CNEL contour maps.
- Railroad activity contributes to overall CNEL at these locations.



**Table 3**  
**Number Of People Exposed To Various Levels of Noise**  
**and Various Sources of Noise Within The City of Camarillo,**  
**Existing 1983 \***

<u>Range of CNEL</u>	<u>Major and Secondary Arterials</u>	<u>Freeway</u>	<u>Railroad</u>	<u>Airport</u>	<u>Lower Levels of Arterial, Aircraft, and/ or RR Noise</u>	<u>Total Number of People Exposed to Various Levels of Noise</u>	<u>Percent of Total</u>
Less than 60 dB	--	--	--	--	31240	31240	75%
60 - 65	3910	1260	570	30	--	5770	14%
65 - 70	2330	990	410	0	--	3730	9%
70 - 75	0	280	290	0	--	570	1%
75 - 80	<u>0</u>	<u>190</u>	<u>0</u>	<u>0</u>	<u>--</u>	<u>190</u>	<u>1%</u>
Total Number of People Exposed to Various Sources of Noise	6240	2720	1270	30	31240	41500	100%
Percent of Total	15%	7%	3%	-1%	75%	100%	

\* Figures do not take into account the effect of barriers on reducing the noise exposure at homes adjacent to the arterials and railroad.



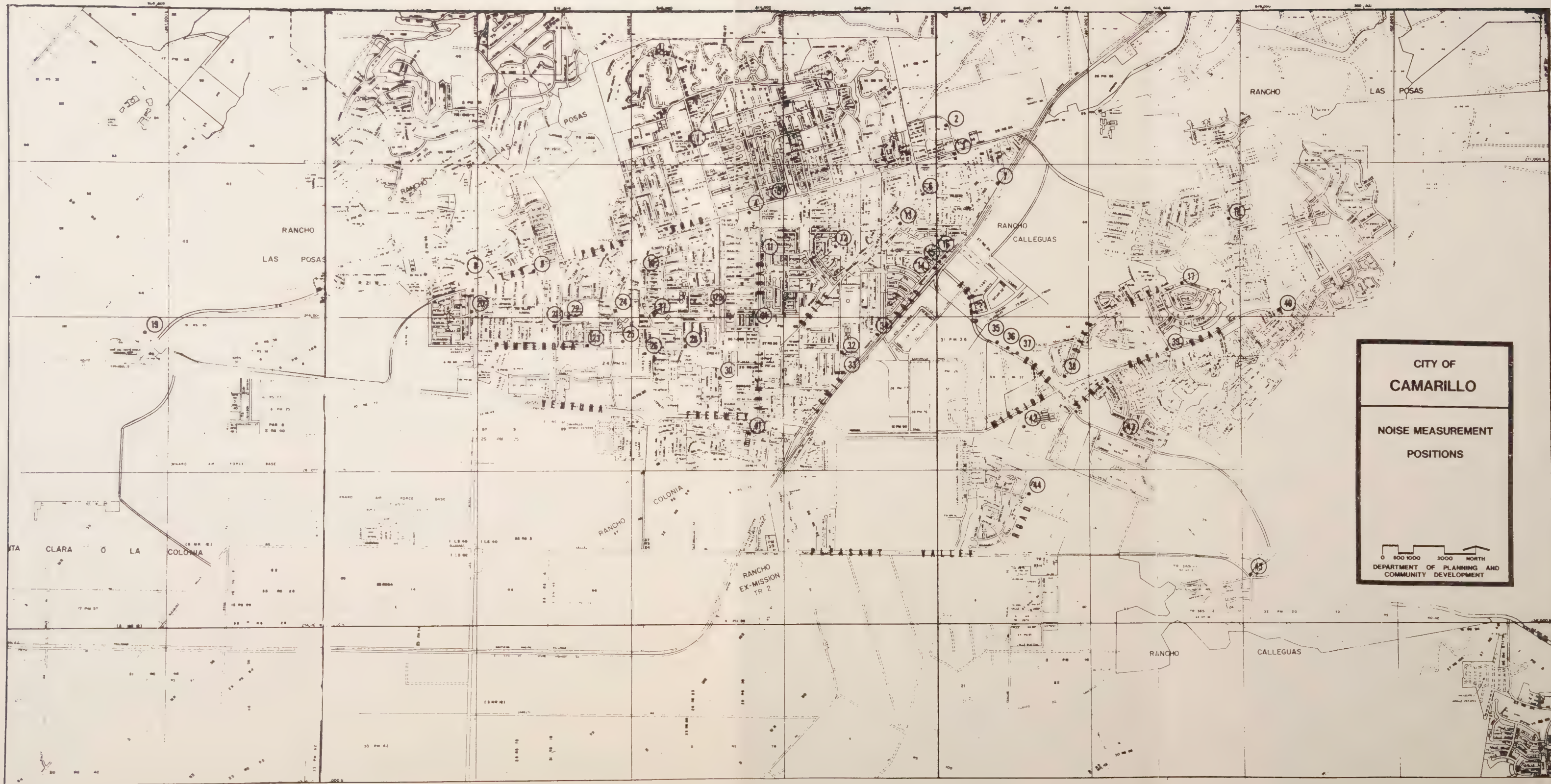






Table 4 provides the analysis for the projected (2000) case based on estimated population density figures for the city. A comparison of these two tables indicates that the impact due to traffic on the arterials is not projected to change significantly by the year 2000. However, large increases in traffic on the Route 101 Freeway and operations at the airport will result in significantly more people being impacted by these noise sources. It should be noted, though, that despite these increases only 19% of the city's population is projected to be exposed to a CNEL in excess of 60 dB by the year 2000.

## **NOISE GENERATORS**

Based upon an analysis of the preceding information, we find that the following noise generators impact a variety of noise sensitive uses within the City of Camarillo.

### **Industrial**

It appears that at present there are no industrial areas that present a noise impact directly on any residential area. However, on occasion a use may include a new activity which creates an annoyance to a residential area in proximity to the park. This impact can be mitigated by existing conditions set forth in the Industrial Performance Standards or under the Noise Ordinance as adopted by the City of Camarillo.

### **Commercial**

Traffic attracted by commercial areas and machinery associated with these commercial sources may impact parks, schools, and health facilities in residential areas, although impacts may be minor due to the size of the various commercial areas.

### **School**

Schools are mainly located in the center of residential areas except for the high school and two junior highs which are placed on either primary or secondary arterials. Residential areas, parks, and other schools and health facilities may be impacted. Noises caused by children playing and traffic generated by the school may be the main causes of school noises and impact on abutting residential areas.

### **Parks**

It appears that parks tend to develop near schools in residential areas and as with schools, generally create only daytime disturbance.

**Table 4**  
**Number Of People Exposed To Various Levels of Noise**  
**and Various Sources of Noise Within The City of Camarillo,**  
**Projected 2000 \***

<u>Range of CNEL</u>	<u>Major and Secondary Arterials</u>	<u>Freeway</u>	<u>Railroad</u>	<u>Airport</u>	<u>Lower Levels of Arterial, Aircraft and/ or RR Noise</u>	<u>Total Number of People Exposed to Various Levels of Noise</u>	<u>Percent of Total</u>
Less than 60 dB	--	--	--	--	55720	55720	81%
60 - 65	4220	2210	570	700	--	7700	11%
65 - 70	2510	1160	410	0	--	4080	6%
70 - 75	0	760	290	0	--	1050	2%
75 - 80	0	280	0	0	--	280	-1%
80 - 85	<u>0</u>	<u>170</u>	<u>0</u>	<u>0</u>	<u>--</u>	<u>170</u>	<u>-1%</u>
Total Number of People Exposed to Various Sources of Noise	6730	4580	1270	700	55720	69000	100%
Percent of Total	10%	7%	2%	-1%	81%	100%	

\* Figures do not take into account the effect of barriers on reducing the noise exposure at homes adjacent to the arterials and railroad.



## **Airports**

Based upon the contours used, it appears that noise from the Camarillo Airport flight path may impact a limited urbanized area of the city. Of particular concern is the Camarillo Convalescent Hospital and a residential area immediately to the east and south of this facility. However, it has also been indicated that the Camarillo Evangelical Free Church and St. Mary Magdalen Church, as well as urban areas north of the 101 Freeway, may also be impacted by the airport if it is ever intensified to include additional air traffic of nonrecreational nature.

The city is also experiencing noise impacts from the Point Mugu Naval facility due to Camarillo being in direct line of the approach to the air strip. This possible impact may be caused by peak noise levels of different flight path approaches to the facility both of which are not reflected in the contours presented in this element.

## **Roads**

Roads play a major role in establishing a community background of residential noise level and are prime contributors to intruding noises. Because many resources are oriented to this mode of transportation, all the types of resources inventories may be impacted by roadway noise.

## **Railroads**

The main line of the Southern Pacific Railroad between Oxnard and Los Angeles passes through Camarillo. This facility has caused impacts upon the residential, commercial, and industrial areas as well as schools and parks in proximity to the railroad right-of-way.

## **CONCLUSIONS**

Traffic generated noise is probably the largest source of noise in Camarillo due to its pervasiveness. The distribution of commercial uses and the location of high noise levels emitting from the railroad facility may mean that these two uses are the second and third largest sources of noise. This does not mean that railroad and commercial uses may be a less severe problem than roads, as the noise in each area of Camarillo must be considered as a separate case.

# Table 5

## Summary Analysis of Jurisdictional Responsibility in Noise Control

### AIRCRAFT

### MOTOR VEHICLE

### GENERAL

#### FEDERAL

NCA, 1972, EPA to propose noise control regulations for aircraft, amends S 611 FAA Act of 1958, asserts that FAA and EPA preempt local control (U.S.C. 1973)

Federal Air Highways Act, P.O. 91-605 directs Secretary of Transportation to make standards for highway noise control; promulgated in PPM 90-2 of February, 1973.

Walsh Healy Act applies noise standards to federal contracts.

O.S.H.A. applies noise standards to businesses affecting interstate commerce.

NCA 1972 gives EPA authority to prescribe standards for new products:

- . construction equipment
- . transportation equipment
- . any motor or engine
- . electric/electronic equipment; also label noise emitting or noise abating equipment

National Environmental Policy Act allows H.U.D. to approve or disapprove H.U.D. assisted projects on basis of noise; promulgated in circular 1390.2.

#### STATE (CALIFORNIA)

Subchapter 6. Noise Standards, Department of Aeronautics. Regulate noise for all civil aircraft operations to the extent not already limited by federal law.

Motor Vehicle Code regulates noise limits for new vehicles and all motor vehicle operation.

Cal. Streets and Highways Code S 216 abates noise within schools near freeways (50 dBA interior).

Harbor and Navigation Code S2:654:05 regulates noise emission from motorboats in or upon inland waters.

Division of Industrial Safety controls industrial noise. California Administrative Code S5095.

S 415 Panel Code prohibits loud and unusual noise that disturbs the peace.

Environmental Quality Act encourages local agencies to control environmental quality.

Health and Safety Code S.24180-81 establishes state Office of Noise Control to provide technical assistance to local governments.

#### LOCAL

Airport authority as proprietor may impose curfew. (Issue has yet to be resolved in courts.)

Subchapter 6 requires county to determine airports to be monitored and provide quarterly reports.

Public Utilities Code S 21670 requires county to form Airport Land Use Commission to formulate comprehensive land use in airport influence area.

Local jurisdiction may enact regulations for off-highway motor vehicles, refuse vehicles, and sound trucks.

May regulate the use of roads and highways based on noise considerations.

Enforce State Motor Vehicle Regulations.

Control compatibility by land use

If not in conflict with state general laws, may enact nuisance laws and noise control ordinances to control:

- . construction noise
- . amplified sound
- . fixed noise sources
- . other noise sources whose control is not pre-empted by state or federal government

Chapter 36 of U.B.C. and Chapter 25 of State Housing Code allows local building departments to require the use of sound attenuating material for non-single family structure occupancies in particular areas.

Source: Adopted from County of San Diego, April 1974

## MANAGEMENT RESPONSIBILITY

The responsibility of the control of noise is divided among various levels of government and in turn divided among various agencies and departments at each governmental level. Table 5 outlines the general responsibility among levels of government for noise in general.

Tables 5 and 6 summarize the various state laws relative to noise levels of vehicle and buildings which local agencies and building departments can immediately enforce. In addition to state laws, local nuisance ordinances relating to disturbing the peace and animal control can be enforced by local law enforcement agencies and the County Department of Animal Control. Nuisance laws ideally supplement noise ordinances by providing controls over community noises which are too sporadic to be included in a noise ordinance.

The second alternative mentioned is the creation of new ordinances. Generally, this includes the passage of some sort of noise ordinance. In contrast to nuisance ordinances, a noise ordinance attempts to provide noise level standards for reoccurring noise generators or land use types. An ordinance should contain a well defined, objective noise standard for various land uses, based on an easy to calculate noise evaluation scheme, maximum noise levels, appropriate reference pressure, and reference to a measurement procedure.

## POLICIES

1. The city should enforce the Motor Vehicle Code as it applies to excessive noise.
2. The city should review and reevaluate their traffic flow system to:
  - a. Synchronize signalization of lights;
  - b. To avoid traffic stops which produce excessive noise;
  - c. To adjust traffic flow to achieve noise levels acceptable to the surrounding areas.
3. That the city continue to review the activity at the Camarillo Airport to insure that the air traffic will have the least impact upon the City of Camarillo and noise and flight patterns will be designed to affect the least amount of population within the city.



**Table 6**  
**State of California Noise Limits**  
**For On-Highway Motor Vehicles**

	On Streets with a Grade of 1% or higher		On Streets with a Grade not exceeding 1%
	<u>Speed Limit of 35 mph or less</u>	<u>Speed Limit of more than 35 mph</u>	<u>Speed Limit of 35 mph or less</u>
1) Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle:			
a) Before Jan. 1, 1973	88 dB(A)	90dB(A)	
b) On and after Jan. 1, 1973	86 dB(A)	90dB(A)	82 dB(A)
2) Any motorcycle other than a motor-driven cycle	82 dB(A)	86dB(A)	77 dB(A)
3) Any other motor vehicle and any combination of vehicles towed by such motor vehicle	76 dB(A)	82dB(A)	74 dB(A)

SOURCE: Section 23130, 23130.5, California Motor Vehicle Code.

## Table 7

### Sound Transmission Class & Impact Insulation Class For Non-Single Family Building For Human Occupancy

The noise standards below apply to all new buildings intended for human occupancy except detached single family dwellings that are intended to be built within a CNEL 60 dB noise environment. These standards are to be enforced by local building departments.

Interior Noise Levels must not exceed an annual average CNEL of 45 dB and the developer must provide an acoustical study to demonstrate that the structure meets the interior noise level if located within a known or predicted CNEL of 60 dB.

	STC rated/field-tested	IIC rated/field-tested
Floor-Ceiling Assemblies	50/45	50/45
Wall Assemblies	50/45	50/45
Dwelling Unit Entrance Doors From Interior Corridors	30	-----

SOURCES: U.B.C., Chapter 35, and  
California Administrative Code,  
Title 25, Article 4, Chapter 1.

**Table 8**  
**Department of Transportation**  
**Design Noise Standards**

<u>Land Use Category</u>	<u>Design Noise Level - <math>L_{10}</math></u>	<u>Description of Land Use Category</u>
A	60 dB(A)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dB(A) (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dB(A) (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5a(5) and (6), this PPM.
E	55 dB(A) (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

SOURCE: Code of Federal Regulations  
Chapter 1, Title 23, Part 772.











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